THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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TOPICS - OF - THE - DAY

OUR PART IN SMASHING THE GERMAN DRIVE

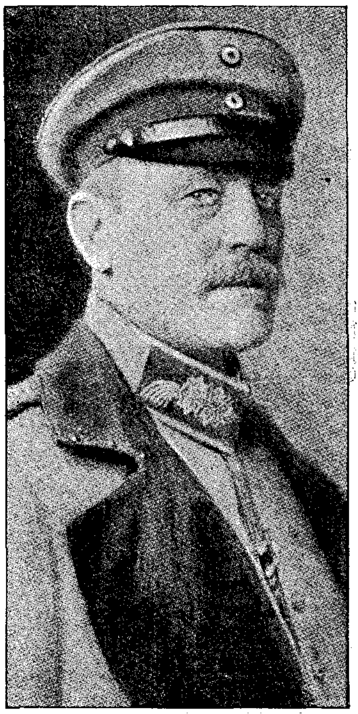
From the "Leipziger Illustrirte Zeitung."

GENERAL LUDENDORFF,

The "brains of the German Army," and he needs them all now.

WE HAVE MET THE GERMANS, and to judge from testimony of the Germans themselves as well as the war-correspondents and our own and Allied officers, we need fear no comparison with the Kaiser's shock troops. "The world is ringing with their praises," declares one New York editor, mindful of the French officer who said of the Americans, "they have covered themselves with glory," and of the enthusiasm in both London and Paris over the way in which the soldiers from the United States measured up to all the demands of their first large-scale fighting. To some press writers it is proof that the German theory of mechanical efficiency does not work as well as the American theory of individual development. Others attribute the fitness of our fighters to the fact that they are picked men with highly developed physical powers, and that they are fresh and eager for the battle without the inevitable deterioration of morale caused by long years of trench-warfare. At any rate, the Germans learned that the Americans fighting in France are, in the words of the New York *Times*, "first-class fighting men, fresh, sturdy, aggressive, and unyielding, excellent shots and adepts in the use of the bayonet, trained to the hour and always unafraid, with an initiative that is disconcerting." Yet while our press believe that America should glow with pride, they also warn us against undue boasting, especially in view of the fact that our associates bore the burden and heat of a long day before we came into the fight. The French, the British, and the Italians, the New York *Globe* reminds us, "have shown an intrepidity before which all must bow in admiring reverence, and whereas our men, through the prudent slowness of our preparations, had everything needful before they were sent into the line, others had only bare breasts to offer to the monstrous mechanical diabolism of Germany." "God grant," it continues, "that no spirit of braggart arrogance shall develop, for moral gains now in sight from the war will then be converted into loss." Or, as a writer on the Chicago *Daily News* would characterize America's feeling, now that her soldiers have passed through their baptism of fire in a major engagement:

> "Thus far America is only the junior partner in this war and modestly begs its friends not to overpraise its endeavors. While able and willing to knock the tar out of Germany—and, b'gosh, we're going to do it!—we realize that our allies have given us the chance, and we want no credit for achievement until we achieve."



From the "Leipziger Illustrirte Zeitung."

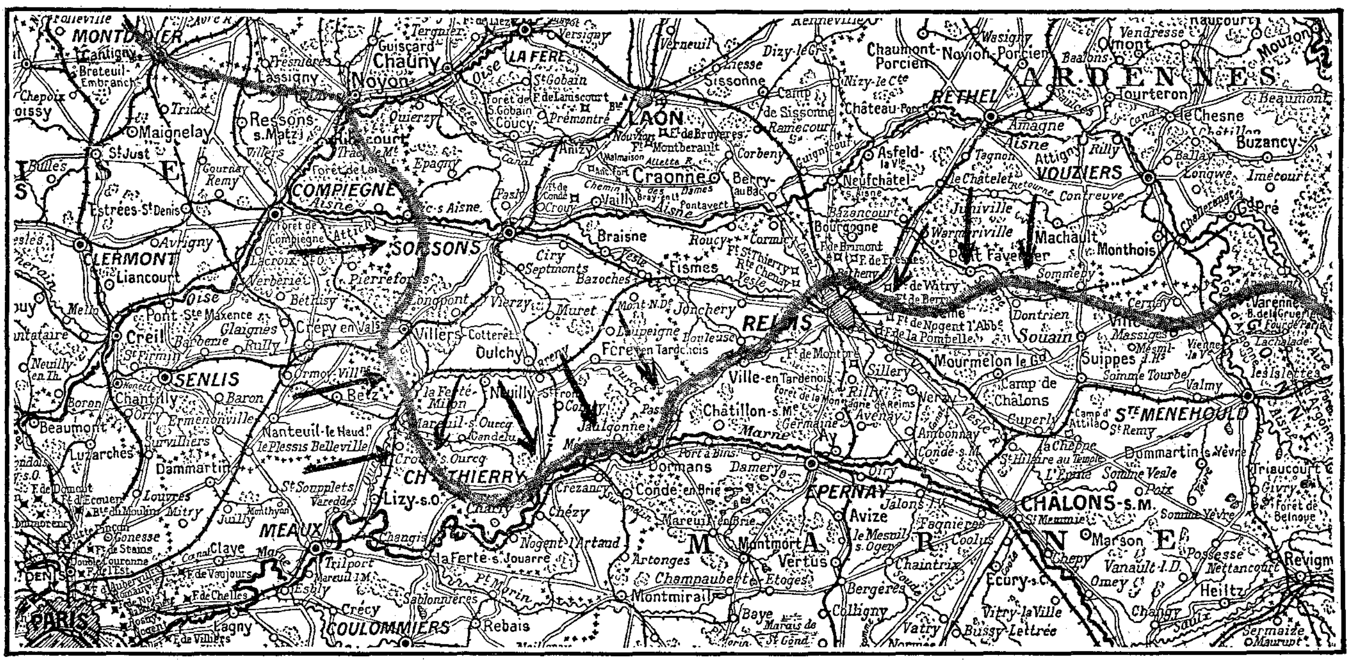
GENERAL VON HUTIER,

Originator of the German drive system, who finds it works both ways.

Yet everywhere in Allied countries there is displayed renewed confidence that the achievements of American troops make the winning of the war both surer and nearer. Some inkling of this seems to have penetrated the German mind, as an English newspaper tells of a German prisoner taken by the Allies some weeks ago who was asked how the war was to end. He replied thoughtfully: "We ought to win because we've got God on our side, but now the Allies have got . . . America." That the American Army has the spirit of victory is confirmed, in the opinion of several editors, by a message written by an American general in command of our forces south of the Marne, and which the New York *Sun* predicts will be "one of the documents of this war that will go into the school histories." The general had been advised to allow his troops to rest before ordering a counter-offensive to recover lost ground, but sent this reply to his French superior:

> "We regret being unable on this occasion to follow the counsels of our masters, the French, but the American flag has been forced to retire. This is unendurable, and none of our soldiers would understand their not being asked to do whatever is necessary to reestablish a situation which is humiliating to us and unacceptable to our country's honor. We are going to counter-attack."

A surprize was intended in the German drive, which began



From the Boston "Transcript."

DRIVE AND COUNTER-DRIVE.

Germany's Fifth Offensive of 1918 began on July 15. At the end of the fourth day a maximum gain of six miles on a very narrow front was recorded in her favor, while French and American forces had driven the Germans back three miles and the offensive had passed into the hands of the Allies. The arrows pointing downward show the points of onset of the Germans east and west of Reims on a fifty-mile front. Horizontal arrows show the Allied counter-offensive which was launched on July 18, on a twenty-five-mile front between the Aisne and Marne rivers.

on a fifty-mile front between Château Thierry and Massiges on July 15, but the main surprize seems to have been experienced by the Germans themselves. The first revelation was the irresistible striking power of the American troops. The second was the complete preparation by the French, not merely to resist the Germans, but to hit back on their own account. German success in earlier drives this year has been largely credited to two things, the von Hutier method of attacking in "waves" and the use of gas on an unprecedented scale and with a new technique. Since March 21, says the Springfield *Republican*, the new German offensive tactics have been subjected to minute analysis by Allied students of war. And—

> "The method of meeting them has been worked out in detail. Exhaustive study, in particular, must have been given to the German device of attacking with the troops already on the spot and then pushing forward a fresh wave of men brought from concentration-points in the rear. Instead of waiting for the assault to exhaust itself, the Allies have instantly met attack with counter-attack, and much of what ground was lost in the first hours of the rush was thus won back by nightfall. No doubt, on the same principle, plans have been made to meet successive 'waves' by equal counter-waves, so that the accumulated shock is neutralized. It is fair to say, however, that for these defensive methods strong forces are required, and that the Allies are probably able to employ more troops to the mile in the first days of the battle than in the earlier battles, because reserves have been coming in so fast, and because the measure of the enemy's strength has been more fully taken."

General Maurice points out that the counter-bombardment is a particularly effective antidote to the von Hutier methods of attack. General Foch, he says in the New York *Times*, had such good information regarding the German plans that he was able to have his batteries in readiness to begin his own firing at the very moment chosen by the enemy for attack. We read further:

> "The Germans seem to have adopted their usual method of assembling their assaulting columns close behind their front-line trenches, and these must have afforded an admirable target for the French and American batteries. A counter-deluge of shell falling among troops in that most trying period of a soldier's life, when he is waiting anxiously to go over the top, can not but have been most disconcerting, and it is probably to this as much as to any other cause that the failure of the enemy's scheme is due."

The weather may have been partly responsible for the failure of the German mustard-gas shells to play such a rôle as they did in earlier offensives, but now, writes Mr. Judson C. Welliver in the New York *Globe*, the Allies have prepared means of defense against gas, and also means of offense, and it is believed that they "will never again be caught unprepared as they admitted they were on March 21." At that time, Mr. Welliver reminds us:

> "The Germans used different kinds of gas-shells in different areas, drenching space far behind the front lines with mustard-gas shells that were timed to explode several hours after they were dropt. Then the men from the Allied front lines were forced back into these drenched areas and suffered fearfully when the mustard shells exploded. The Germans, knowing what areas to avoid, were comparatively safe when they advanced."

But the feature of the fighting upon which the eyes of the world were fixt, and, according to the London *Daily Telegraph*, "those of the enemy with particular intentness," was the conduct of the American troops, who in last week's fighting took their first large-scale part in the present war. According to the dispatches, American troops held fourteen miles of the fifty-mile front along which the Germans attacked on July 15, and the greater part of them were stationed between Château Thierry and Reims. Here, according to the London paper just quoted, "the magnificent counter-attack in which the American Army corps flung back the Germans upon the Marne after they had crossed was much more than the outstanding event of the first day's fighting. It was one of the historical incidents of the whole war in its moral significance."

What happened at this point was briefly this, according to a war-correspondent of the New York *Times:*

> "The Germans, having orders to push through the Americans holding the line south of the Marne and reach a line running eleven kilometers south of Jaulgonne, running through Montigny, crossed the Marne under the protection of the most severe bombardment, and pushed ahead three kilometers to a line through Crezancy. There they stayed four hours until the Americans counter-attacked, and by midnight had driven them back across the Marne at every point on the American sector, inflicting terrific losses."

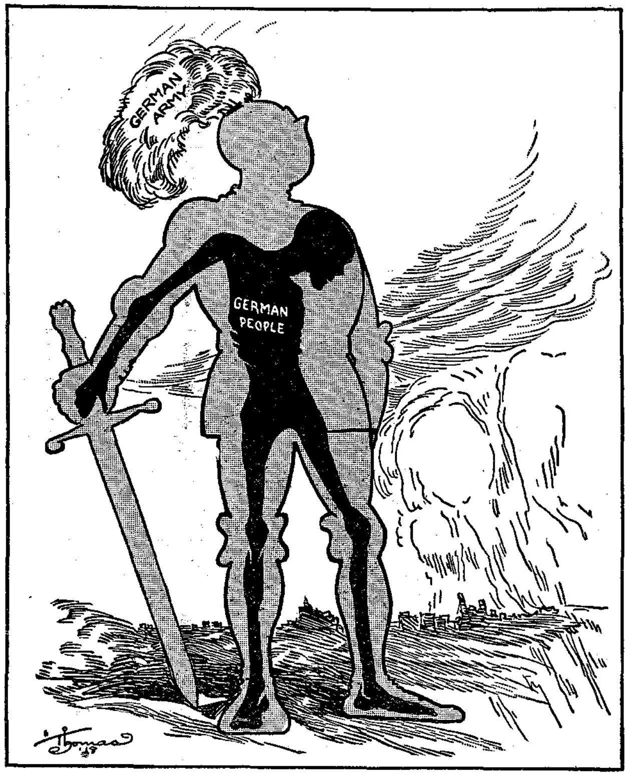
At the other end of the battle-line, east of Reims, American soldiers were also given credit by the correspondents for a large share in the stone-wall defense put up by the Allied forces, which included Italians as well as French. Here, says an Associated Press correspondent, the gray-clad German masses swept forward to the assault after a heavy bombardment. But—

> "American field-guns, firing low over the heads of our men in advanced positions, tore great gaps in the close-packed ranks of the enemy. The machine-gunners and riflemen withheld their fire until they could literally follow General Warren's famous order, 'Don't fire until you see the whites of their eyes.' Then, at a signal, they cut loose with such a tornado of steel that the foremost waves of *Boche* infantry were torn to shreds.
>
> "The Germans wavered, tried to reform their ranks, and finally fled, leaving the field carpeted with gray bodies.
>
> "Time and again the Germans returned to the attack, doggedly trying to sweep over the American front lines and carry the rise which formed our support position. And time and again their waves broke and receded on the defense of the Americans, for all the world like the waves of the sea battering a rock-bound coast."

In the second phase of the great battle, the Franco-American offensive on the Soissons-Château Thierry front, our troops showed their mettle in offensive warfare. Here was used the greatest force of Americans which had yet participated in the war. This attack came as a complete surprize to the Germans as well as to most editorial observers in this country. The only fault of the American units, according to the dispatches, was their eagerness to advance beyond orders.

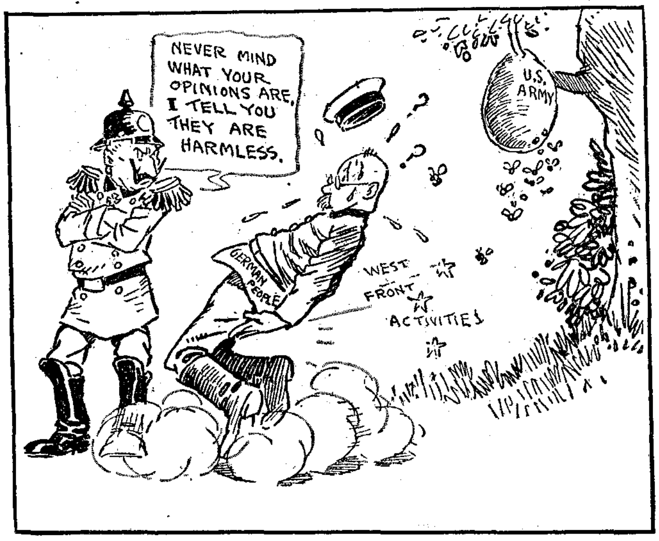
When the Germans started their drive on July 15 they thought, according to a French writer in *La Liberté*, that they would find the French napping after the celebration of the national holiday. But, remarks the Newark *News*, the Americans and French were as ready to vindicate their liberties on the 15th as they had been to celebrate their "liberty days" on the 4th and 14th. General Gouraud, commanding on the front east of Reims, issued an order to his troops a few days before the Germans struck, in which he said:

> "The Fourth Army may be attacked momentarily. Never will a defensive battle be waged under more favorable conditions. We are forewarned and forearmed and have been powerfully reenforced with infantry and artillery. You will fight on a terrane transformed into a redoubtable fortress. All the passages are well guarded. Your position and armament are formidable. Each man will have but one thought—kill until they have had enough of it. You will break the coming assault."



THE SKELETON IN ARMOR.
—Thomas in the Detroit *News*.

Not only did the French command know exactly when the enemy would attack, but also the limits of the front on which they prepared to launch an offensive. The ultimate objective of the German drive may have been Paris, as one captured document revealed a plan to envelop Reims, then to strike south, and, pivoting on Château Thierry, to press forward once more on the road to the French capital. Some war-experts think, however, that Châlons, Reims, or perhaps Verdun, were the real objectives. A military authority writes in the New York *Times:*


NEVER MIND WHAT YOUR OPINIONS ARE, I TELL YOU THEY ARE HARMLESS.
U.S. ARMY
GERMAN PEOPLE
WEST FRONT ACTIVITIES

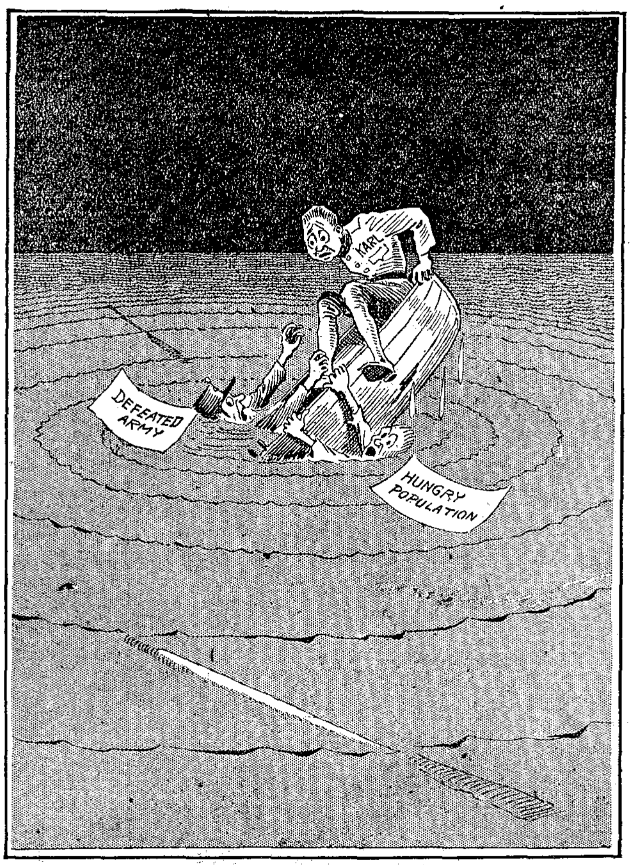
HE SEEMS TO HAVE OTHER INFORMATION.
—Orr in the Chicago *Tribune*.

> "Which is the correct answer depends entirely on the estimate of the situation by the German High Command. If this command has figured that victory this year is, because of the unexpected resistance of the British and French and the strength of the American forces, unattainable, then the main objective is almost sure to be to break through the French positions between Reims and the Argonne Forest (just west of Verdun), encircle Verdun, and flank the defensive line defending the Alsace-Lorraine frontier. This would give the Germans another huge bite of French territory with which they could barter. Having accomplished this, Germany could sit still in her trenches, spend the remaining half of the year in strengthening her new positions, and practically invite the Allies to try to take away from her what she held. While this process was going on the peace offensive would be started, and flattering proposals would be made which, on their face, would seem generous."

Perhaps there were several objectives, observes the New York *Evening Post*, which suggests that the Germans, now that they are checked, "will doubtless say that there was no specific aim, but it was only part of their plan to keep the enemy on the *qui vive* along the line and for inflicting new damage on his morale." The bombardment of Meaux, only twenty-seven miles from Paris, is proof to *The Evening Post* that they were "at their old tactics of trying to destroy the spirit of the French well behind the lines."

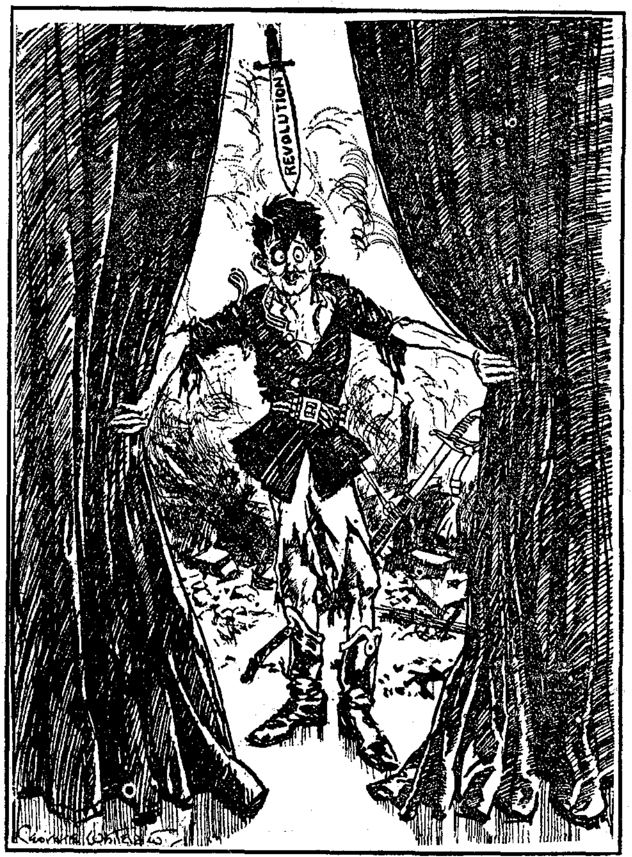
Four times since March 21, notes the New York *Globe*, "the shock battalions of Germany have been led to assaults that were to be decisive. As many times have they been stayed without vital loss, and each blow has been weaker." The New York *Tribune* thus gives some of the principal facts of the five great German offensives this year on the West Front:

	Amiens	Ypres	Aisne	Oise	Reims
Date launched	March 21	April 9	May 27	June 9	July 15
Length of initial front	50	30	25	21	50
Miles gained first day	3	4	5	3	2
German divisions (initial)	40	50	40	25	—
Maximum advance	35	10	32	6	—
Halted	March 30	April 15	June 1	June 15	——



THE AUSTRIAN SHIP OF STATE.

—Knott in the Dallas *News*.



TRUTHFUL KARL!

THE IMPERIAL LION COMIQUE—"There has been nothing whatever the matter, gentlemen!" —From *The Passing Show* (London).

MISHAPS OF A HAPSBURG.

THE "MARCH OF JUSTICE" IN ALBANIA

OVER THE OLD ROMAN ROAD, the *Via Egnatia*, where Roman legions tramped on their way to Thrace and Macedonia and Byzantium, whose every league Cæsar and Pompey and the generals of the Eastern Empire knew so well, our editors now hope to see "justice march" from the Adriatic "without a halt until it shall camp in Roumania." For the present Allied offensive in Albania is almost within reach of this great highway connecting the Adriatic coast with the Vardar Valley. Once the Allies hold it, with the Skumbi Valley through which it runs, with the important towns of Durazzo and Elbassan, the way will be open, as the New York *Sun* points out, to central Servia and Monastir, and to the rear of the Bulgarian line on the Cerna and the highland of Prilip. A consolidated Allied front is already being perfected from Saloniki to the Adriatic, and, as the Newark *News* remarks, "on it things are happening which neither Berlin, nor Vienna, nor Sofia, nor Constantinople can regard with equanimity. The torch of Balkan freedom again has been lifted, and, more than that, it is being carried on."

From time to time slight Allied advances had been reported from the Saloniki front, but the world's attention was drawn to the Adriatic coast of the Balkan Peninsula when it was reported that Italian forces had advanced from their Albanian base at Avlona on July 6, and were driving the Austrians northward. In a few days the Italians under General Ameglio, with the help of British monitors in the Adriatic and in conjunction with French forces to the eastward, had driven the Austrians some fifteen miles from their original positions. Reports of the fighting of July 10 and 11 told of the capture of the important Austrian base at Berat, and of the ousting of the foe from the Devoli and the Semeni valleys. We are reminded in the New York *Sun* that the Italians have prepared for these successes by improving the harbor of Avlona and building roads into the mountains. They have transported more than 250,000 soldiers across the Adriatic without the loss of a ship or man and have also managed to send troops and supplies to the Saloniki front. Valuable assistance is being rendered in Albania by Essad Pasha, the Albanian leader, whose mountaineers know the country, are valiant fighters, and appreciate their liberation from Austrian rule. "The population of Berat hailed our troops as liberators," Rome reported—news that may have both military and political significance. On the front from the Adriatic to the Ægean, notes the New York *Times*, there are now over a million troops made up from seven nations: Italy, France, Great Britain, Servia, Greece, Albania, and Russia. First is the main Italian army with its base at Avlona, then a French force along the Devoli, then an army of Russians, Servians, and French around Monastir, then the main French force occupying the line to beyond Doiran, then Albanian détachments, then the principal British army from the Vardar to the Struma, then Italians, then more English, then the Greeks, and then more English again.

It seems to the Boston *Transcript* that for the defeat of the German Government and its plans of dominion the importance of the new Balkan movement can hardly be overestimated. As we read:

> "Consider how Servian territory again in the hands of an independent nation would block the German road through southeastern Europe to Asia. Servia's northern frontier includes 125 miles of the Danube, from Belgrade to Orsova, with the Hungarian bank opposite, and then sixty miles more, from Orsova to Radujevatz, with Roumania on the other side. It is not to be supposed that Germany backed Austria in her picking of a quarrel with Servia without considering what would be gained by destroying the Servian hold on the river. But there was more than this waterway to consider. Servia had a grip of that which the Kaiser wished to extend so that it might properly be named the Berlin to Bagdad railway. Two hundred miles of the main railway route from western Europe to Constantinople is in Servia. Take that from German control, go

on to liberate Roumania, and where would be the German road to Asia? From Odessa or Sebastopol, some one might say. But these are Russian ports. They will be recovered by or for Russia, and from neither the Black Sea nor the Caspian will Germany get to the east. The possibility of her finding a way through Siberia is already gone. When the Allies, aided as they now are by the United States, regain for Servia, Montenegro, and Roumania their national freedom, the German scheme of Asiatic dominion will collapse utterly and forever."

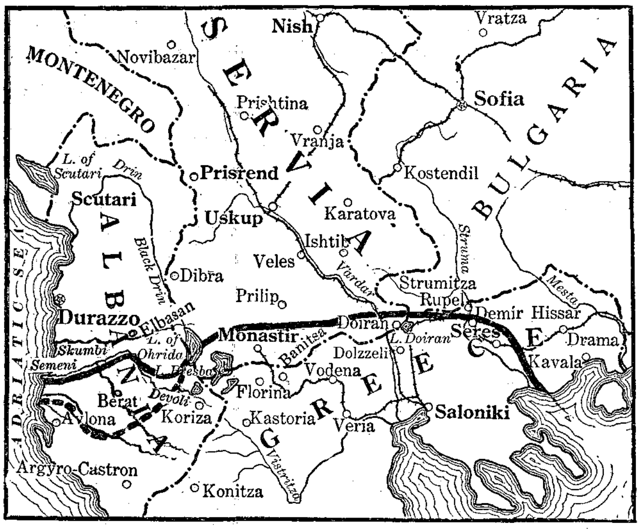
There is every indication, according to the New York *Herald*, that the Allies plan a great offensive, "looking to the redemption of Servia and the crushing of the last remnants of Austrian power in the Balkans." It has long been predicted, the St. Louis *Republic* recalls, that

"When Germany is driven back to positions which she has doubtless prepared on the Meuse or the Rhine, the Allies would undertake a great flanking movement through the Balkans for the purpose of cutting her off from her vassal allies and destroying the Middle Europe scheme, at the same time penetrating through Austria and Roumania, for the relief of Russia and the complete destruction of Germany's Far-East dream.

"These developments may not come, even next year, but they point to the only effective way in which Germany can be completely defeated in a military sense, and that is to separate her from Turkey, Bulgaria, parts of Austria-Hungary, and the conquered regions of Russia and Roumania, whence she will draw men for her armies and supplies of all kinds if this is not done."

Whatever may be the future military plans of the Allies, several of our editors are confident that the political effects of the Albanian drive are of immense significance. It is as a "psychological drive" that these Balkan movements seem most important to the Manchester *Union*, and it says:

"Austria is miserable, and wants peace and bread. Throughout her southern provinces, not far from the scene of the surprizing Albanian offensive, are multitudes of Slavic peoples whose aspirations have been quickened by the crystallization of Entente sentiment around the idea of a new Slavic commonwealth, and who may be expected to react enthusiastically to any substantial Entente success. Bulgaria is ugly, having been cheated out of what she considered her fair share of the Dobrudja. Turkey would be pitiable, if there were that in Turkey capable of stirring the emotion of pity—and Turkey is ugly, too. Now may it not be that a blow that sends Austria reeling back homeward is depended upon to intensify the crisis in Austria, rally the Slavs, set Bulgaria to thinking, and promote the demoralization of the Turks?"

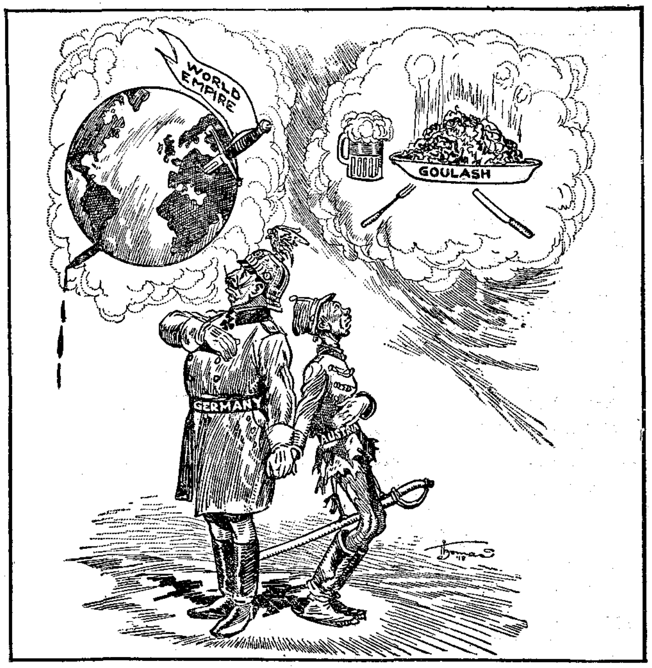


THE BALKAN BATTLE-LINE.

In Albania, the Italians and French have advanced from the position shown by the dotted line. These lines give only approximate positions, as the battle-line in this rough country is not so definite and continuous as on the West Front.

Indications are seen by the Grand Rapids *Herald* that either Turkey or Bulgaria "could be detached from the Teutons by a combination of diplomacy and force." And we read similarly in the Washington *Herald:*

"Any weakening of German prestige in Stamboul or Sofia is dangerous for the Kaiser now. The Bulgar and the Ottoman have been indulging in a row over the Dobrudja and other slices of booty in the past few months. Berlin has frowned and blustered, but has not intimidated either of the quarrel-makers. Balkania is the deadliest political quicksand of which history has any record. It would not be surprizing if the 'cockpit of Europe,' in which the war was incubated, should be the scene of the big smash-up of the Central Powers. A flare-up at Germany's back door would send the raw wine of revolt coursing through the veins of the various disaffected races held under Hapsburg rule and make a breakdown in Austria-Hungary practically an accomplished fact. . . . . . .



WAR-AIMS.

—Thomas in the Detroit *News*.

"Blunder upon blunder has been piled up in the Allied handling of the Balkan question; if they can be retrieved now through a *coup de grâce* of French and Italian arms, the past can be forgotten—and forgiven."

The Baltimore *News* and the New York *Evening Post* doubt if there will be any large-scale operations in Albania and southern Servia because of the ruggedness of the country and the lack of roads, making communication and military operation most difficult. And the military expert of the New York *Times*, after agreeing that the Allied advances may imperil the Austrian and Bulgarian positions, thinks there would be a similar danger for the Allies if they attempt to advance very far in such a country. He writes:

"The only object in such an advance, of course, would be to permit a similar advance through Servia from Saloniki. And it is in Servia where the great danger is to be found.

"As the Allies advance up the classical route of the Vardar Valley—classical because it has always been the avenue of advance for every invading army—they will be constantly exposed in front, right, and rear. In front will be the Germans and Austrians; on the right and rear will be the Bulgarians. They will be tied to Saloniki only by the slim thread of a single railroad line running up a narrow valley. This line will be the vital point in the entire campaign. In order to guard it, the Allies will have to have sufficient strength to stretch out along the road as the main body moves north. Not to guard it would be to face disaster. As there are not enough men to guard this line, a continued advance under present conditions would seem impossible."

WHAT ARE LUXURIES?

PLAIN LIVING—to match our high thinking—may come into fashion again if the proposed taxes on luxuries are enacted by Congress. The chief problem, every one agrees, is to decide just what is a luxury. Congressman J. Hampton Moore, of Pennsylvania, boldly declares, for instance, that collar-buttons, cuff-buttons, and watches are a necessity in this day. On the other hand, we read in the New York *World*, Congressman John N. Garner asserts that "Texas can get along without either collar-buttons or cuff-buttons and still be patriotic." "All jewelry is a luxury," says Mr. McClintic, of Oklahoma, as quoted in the same daily; we could even "do away with all kinds of buttons," and, he adds, "before I came to Congress I could use nails with my suspenders." Congressman Randall, of California, objects to too high a tax on women's stockings and men's neckties, for he "would not want either one to quit wearing them," but strange as it may seem, Mr. Randall, who is leader of the Prohibition forces in the Lower House, thinks that soft drinks ought to be well taxed during the war because they use "food-materials just as alcoholic drinks," because they "are not necessities certainly during the war," and, finally, because "there is great danger that they will create a taste for alcohol." Several Congressmen think that a larger margin should be allowed on shoes because of the poor quality of the leather in cheap footwear, but Mr. Gard, of Ohio, thinks it is perfectly fair to tax shoes costing more than six dollars and suits costing more than thirty dollars. Several Congressmen from agricultural States object to some of the taxes on automobiles and gasoline, as they believe that those are really necessities, especially for farmers.

Speaking in the New York *Tribune* for the women, Mrs. Harriet Stanton Blatch sees "just another example of the bungling of men when they try to run women." She would be obliged if Mr. McAdoo would tell her where to find a coat for $30. Mr. McAdoo, she thinks, might have consulted the women of the country before he made out his list. If he had consulted her, she adds, she would have advised him "to tax chewing-gum, high heels, and white boots out of existence."

That such a tax as the Treasury Department proposes is fundamentally sound, but "apparently in the hands of men incapable of applying it wisely," is the contention of the New York *Evening Sun*, which fears that luxury taxes will be made in accordance with the point of view of Scotland Neck, North Carolina, rather than that of the United States. But after thus taking a fling at the Ways and Means Committee, this metropolitan daily goes on to say:

> "In many respects, we regard the new scheme of taxation as far preferable to a fresh boosting of the income tax. It is much fairer in its impingement, far easier and more inexpensive in collection, and much less liable to fraud. Nobody can escape it; every one pays *pro rata*, and every one can control within limits the amount that he has to pay. If he is prodigal he must pay the tax on his extravagance; if he is frugal he saves on his tax and has greater economies available to invest in Liberty bonds. Naturally, nobody is going to go hungry or in rags to beat the Government out of a few dollars; but much waste may assuredly be stopt by making it cost prohibitively."

The luxury tax, when the published list is properly revised, will meet the approval of such papers as the Springfield *Republican*, Chicago *Tribune*, Syracuse *Post-Standard*, Newark *News*, and New York *Journal of Commerce*. *The Wall Street Journal* emphasizes the value of such taxation as a means of enforcing thrift. Fashion and the epicure, it observes, must now "give way to thrift for a cause for which millions have died."

But the New York *World* and the Chicago *Daily News* would warn the Ways and Means Committee against laying taxes so drastic as to entirely curtail expenditures and dry up this source of revenue. In the words of the Chicago editor, "the revenue law should not be thoughtlessly converted into an antirevenue law." The New York *Times* would infinitely prefer consumption taxes on a few articles universally used instead of luxury taxes. But such a plan is carefully avoided because "the free breakfast-table" is "sacred to those who sit at it and to the politicians who defend it." Yet, we are told,

> "Those who think of taxes solely as revenue-producers know that taxes on tea, sugar, coffee, cocoa are among the most productive of taxes, the most easily borne and collected, and provide the only way of reaching those who are studiously exempted from most other taxes. They are not without objections, but, once levied, would not give the trouble of multifarious taxes which hardly produce the cost of collection."

It will be remembered that the new tax measure must provide a revenue of $8,000,000,000; from five to six billions, it is thought, can be raised from a taxation of incomes and profits, leaving the balance to be raised by other taxes. Washington correspondents agree that a portion of this is certain to be raised by a levy on luxuries, along the line recommended by the Treasury Department and fashioned after similar taxes in France and England. The Treasury Department classifies the suggested taxes under two heads, retail sales taxes and taxes on producers. The former is recommended "not only to raise additional revenues, but to discourage wasteful consumption and unnecessary production." Here is the Department's list of proposed luxury taxes as condensed from the press dispatches:

RETAIL SALES TAX

Fifty per cent. on the retail price of jewelry, including watches and clocks, except those sold to army officers.

Twenty per cent. on automobiles, trailers and truck units, motor-cycles, bicycles, automobile, motor-cycle, and bicycle tires, and musical instruments.

A tax on all men's suits selling for more than $30, hats over $4, shirts over $2, pajamas over $2, hosiery over 35 cents, shoes over $5, gloves over $2, underwear over $3, and all neckwear and canes.

On women's suits over $40, coats over $30, ready-made dresses over $35, skirts over $15, hats over $10, shoes over $6, lingerie over $5, corsets over $5. Dress goods—silk over $1.50 a square yard; cotton over 50 cents a square yard, and wool over $2 per square yard. All furs, boas, and fans.

On children's clothing—on children's suits over $15, cotton dresses over $3, linen dresses over $5, silk and wool dresses over $8, hats $5, shoes $4, and gloves $2.

On housefurnishings, all ornamental lamps and fixtures, all table linen, cutlery and silverware, china and cut glass; all furniture in sets for which $5 or more is paid for each piece; on curtains over $2 per yard, and on tapestries, rugs, and carpets over $5 per square yard.

On all purses, pocketbooks, handbags, brushes, combs, and toilet articles, and all mirrors over $2.

Ten per cent. on the collections from the sales of vending machines.

Ten per cent. on all hotel bills amounting to more than $2.50 per person per day. Also the present 10 per cent. tax on cabaret bills is made to apply to the entire restaurant or café bill.

TAXES ON MANUFACTURER OR PRODUCER

Ten cents a gallon on all gasoline to be paid by the wholesale dealers.

Ten per cent. tax on wire leases.

Graduated taxes on soft drinks. Mineral water now taxed 1 cent a gallon to pay 16 cents. Chewing-gum now taxed 2 per cent. of the selling price, to pay 1 cent on each 5-cent package.

Motion-picture shows and films: abolish the foot tax of ¼ and ½ cent a foot and substitute a tax of 5 per cent. on the rentals received by the producer, and double the tax-rate on admissions.

Double the present taxes on alcoholic beverages, tobacco and cigarets.

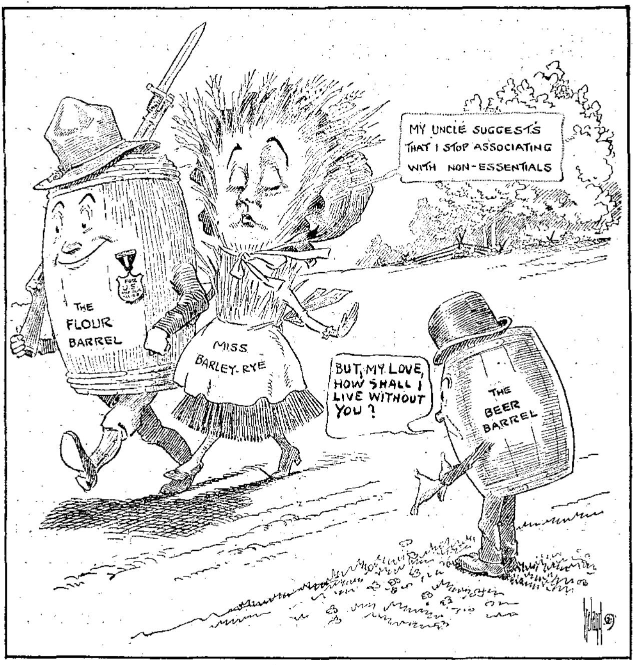
Automobiles—a license tax on passenger-automobiles graduated according to horse-power.

Double club membership dues.

Household servants, made 25 per cent. of the wages of one servant up to 100 per cent. of the combined wages of four or more. Female servants, each family exempted from tax on one servant. All additional servants (female) from 10 to 100 per cent. on all over four.

COAL AND PROHIBITION

THE STRONGEST ARGUMENT for war-time prohibition is the plea of the National Coal Association that we must adopt it if we wish to have enough coal. This is the opinion of some editors who note the statement of the coal-operators to the President that unless drinking is made impossible in mining centers we shall not be able to produce the increase of 100,000,000 tons over the normal output of bituminous coal, 400,000,000 tons, which is needed to meet the demands of war-industries. The Springfield *Republican* considers the proposal of the coal-operators "a very powerful reenforcement of the prohibitionists in Congress who insist on the dry amendment to the Agricultural Appropriation Bill," while the Baltimore *News* points out that one trouble about the agitation for war-time prohibition is that many of its advocates have on occasion seemed not "to care so much about winning the war as about making the nation dry." This has aroused opposition among persons in no sense alined with the wets, but who doubt whether we should go ahead with prohibition immediately. The plea of the coal-operators will do much to moderate the opposition of this conservative element, tho, on the other hand, the protest of banking and financial institutions that fear grave disturbance unless the beer and liquor interests have reasonable time to liquidate their affairs, *The News* adds, deserves and will receive attention. Yet this journal is sure the great mass of the American people, "whether they are for or against prohibition as a national policy, wish to do but one thing—namely, whatever will best serve the nation's war-ends." The argument against the dry plan is stated thus by the New York *Evening Sun:*


MY UNCLE SUGGESTS THAT I STOP ASSOCIATING WITH NON-ESSENTIALS
THE FLOUR BARREL
MISS BARLEY-RYE
BUT, MY LOVE, HOW SHALL I LIVE WITHOUT YOU?
THE BEER BARREL

YOU MUST WEAR A UNIFORM THESE DAYS, TO BE IN THE RUNNING.

—Ireland in the Columbus *Dispatch.*

> "Cutting off the miners' beer would probably reduce rather than increase their working output. It must be remembered that most of them belong to races that consider beer as necessary an item of diet as any other food. The inference that drunkenness is overcommon among these men is incorrect.
>
> "To refuse them a thing they regard as harmless and as a necessity will simply create resentment, and might even aid in sending some to other localities in search of work in more congenial surroundings. It would be singling them out of the community for what would seem to them an unmerited punishment. That is not the way to solve the coal-problem.
>
> "The miners will work steadily enough if regular employment at good wages is kept up, and the operators will see to that if their output can be moved. No patent devices or measures of 'moral uplift' are needed. What is wanted is plain horse-sense and energetic action."

But in the statement of the National Coal Association we read that "the drinking evil has become so rampant in the mining communities that its complete elimination is fundamentally necessary in the effort to speed up the mines sufficiently to get the 100,000,000 additional tons of coal this country will require this year." We are informed further that the committee of the Coal Association bases its request "entirely on economic and patriotic grounds," that its membership represents all the principal producing districts of the country, and—

> "They are men of all shades of personal opinion. Some come from wet States, some from dry States, and some from States partly wet and partly dry. They all told their stories and presented their figures to show not only the relative efficiency of the mines as between wet and dry States, but the difficulties of working out any practical benefits from drink restriction along the border-line between wet and dry territory. The result was a determined and unqualified stand for national prohibition."

We read also that their conclusion is "not only the judgment of the operators, but is concurred in by Frank Farrington, president of the United Mine Workers of America for the State of Illinois. Mr. Farrington is said to have gone on record to this effect before President Wilson, Fuel Administrator Garfield, and Senators and Representatives of Illinois in Congress." A Washington correspondent of the New York *Tribune* relates that the riotous prosperity of war-time has made saloons and drinking clubs and associations abound in the mining districts and that—

> "The miners 'bowl up' Saturday night and Sunday, and either put in Monday bracing up or appear at the mines with paralyzing 'hangovers.' Besides, they resort to the cheering bowl as occasion offers—and it always offers—through the week. The men thus not only lose much time, but their effectiveness when they do work is greatly impaired and they are kept in an unsound mental condition, which makes them callous to appeals for their cooperation in the present emergency.
>
> "The coal-miners of America are to-day exhibiting only 60 per cent. of an easily attained degree of efficiency. They rarely work more than thirty-five hours a week; many of them do not do better than twenty-one hours a week, and some are making as high as $300 to $500 a month. Prosperity has trapt them and is likely to ruin them. The saloons have gathered around the homes of these sons of good fortune like flies around a molasses barrel. The country is paying big money for coal, but the result is that the liquor-dealers get the money and the country doesn't get the coal."

In a Washington dispatch to the New York *Sun* we are reminded that the views of the coal-operators are in direct opposition to those exprest before the Senate Committee by Chairman Hurley and members of the Shipping Board as to the effect of total prohibition on the industrial situation in the shipyards. It was the testimony of Mr. Hurley and his associates that to withhold at least beer from the shipyard workers might seriously reduce the output, and this informant adds:

> "Organized labor throughout the country, however, apparently is fighting the bone-dry proposal. Many of the telegrams in the avalanche which to-day descended upon the White House came from labor leaders. Several hundred came from banks and reflected the fear felt that such a law would bring financial disaster in communities where the banks have lent heavily on warehouse receipts."

Labor leaders in the dry States were asked by THE LITERARY DIGEST, early this year, whether prohibition has been of benefit to labor and whether the workers favor it. Out of sixty-two replies received, forty-six answered these questions in the affirmative and eleven in the negative. The prohibitionist *American Issue* publishes telegrams addrest to Senator Gore by more than a dozen large industrial concerns in West Virginia —some of them coal companies—whose contents may be summed up in the statement that "the effect of prohibition upon labor conditions has been good," and the men are "much more contented, prosperous, and efficient."

"KULTUR" PROPAGANDA HERE

THE UNCLEAN TRAIL of German propaganda brought to light in the New York *Evening Mail* exposure, recorded in these pages a week ago, sets some editors thinking that that is not the only case. Attempts to control or corrupt the press of the United States are said by the Federal investigators to have begun in the spring of 1915, the Pittsburg *Sun* notes, and the evident purpose was to have here a system of mouthpieces to be used from time to time to instil pro-German sentiment, keep the German-American element intact, promote peace talk, justify Hun action, and influence legislation. We are now on the right track of pursuit, this journal adds, and "the trail of the Hun money should be exposed." The Springfield *Republican* thinks German agents had little success in subsidizing newspapers "except with papers of small prestige whose pro-German sympathies or anti-British antipathies were already notorious," yet the Lowell *Courier-Citizen* recalls that "practically every big center had a newspaper in the earlier days which went in either for pro-German editorials or for editorials that were bitterly anti-British or anti-Japanese," and it asks:

> "Were these scattered specimens also secretly financed by Dr. Albert? And if not, why not? It seems far more probable that they were than that they weren't. Some of them have since languished and died, probably because the investment was found to be an unprofitable one—but the memory lingers of the days when in nearly every large city there was usually one newspaper so differing from its contemporaries in its attitude toward the war as to make its position the subject of indignant remark."

The case of *The Evening Mail* will probably reveal the fact that men holding American citizenship have been duped by Germany, says the Peoria *Journal*, to help carry on Hun propaganda, and "men holding citizenship in the United States who are found guilty of such traitorous conduct are deserving of the most extreme punishment." But the Milwaukee *Journal* thinks it is not necessary to cite *The Evening Mail* as evidence that the German Government has subsidized American publications, for—

> "*The Journal* has in its possession a facsimile of a check for $5,000 issued by Count von Bernstorff to the Fair Play Publishing Company, New York, whose weekly publication, *Fair Play*, was then pro-German to the point of being anti-American. Then, too, there is the correspondence between George Sylvester Viereck, editor of *The Fatherland*, now *Viereck's Weekly*, and Herr Albert, in which Viereck acknowledged the receipt of several hundred dollars and protested because the rest of the monthly instalment, a sum several times larger, had not been paid to him. And then there was *The American Independent*, San Francisco, the organ of the American Independence Union, which was financed by the German Government and whose editor was selected and paid by von Bopp, the German Consul-General at San Francisco, who is now under prison sentence for some of his crimes against the United States. The German Government not only financed the American Independence Union, but as the von Bernstorff cable message to Berlin which Secretary Lansing gave out some months ago revealed very clearly, the German Government was paying money to other organizations which, while pretending to speak in American terms, were trying to undermine America and make her subservient to Germany's purposes."

This Milwaukee daily reminds us also that according to Mr. Alfred L. Becker, Deputy Attorney-General of New York State, the entire purchase money for *The Evening Mail* was derived from the sale of German bonds in this country. In other words, American citizens provided the money with which to carry on German propaganda in the United States, and while to many this will seem startling, "those who have watched German activities closely will not be at all surprized." Washington dispatches inform us that the United States has a fairly complete list of nearly 20,000 individuals who are holders of German Government bonds in the United States. Six different issues of the bonds were made here in order to evade the English blockade, we are told, and in order to render them valueless if seized, a provision on the face of most of them stipulated that they should be considered invalid unless countersigned by Count von Bernstorff, former German Ambassador. The total amount secured by the Germans through bond sales is known to have been large, dispatches relate, tho perhaps below the $100,000,000 figure intimated by Mr. Becker. The property in the bonds is classed technically as American holdings of investments in Germany, and thus is not necessarily subject to seizure by the Alien Property Custodian. Purchasers of German bonds who have proclaimed their loyalty to the United States since this country entered the war, observes the Brooklyn *Eagle*, "should now be able to see the ingratitude with which the German Government has repaid their devotion by the use of their money to disrupt the country of their adoption." They may not have been hostile to the United States, but their money has been, and their moral obligation for greater and more useful service to this country is indisputable, now they know the facts. *The Eagle* suggests that "when the next Liberty Loan comes they will have an opportunity to retrieve their error so far as that is possible."

TOPICS IN BRIEF

YOU'LL find sugar in the dictionary.—*New York Tribune.*

THE harder the Hun hits, the worse he hurts his fist.—*Helena Record-Herald.*

WE must now make one teaspoonful of coal do the work of two.—*Chicago Daily News.*

NOBODY would object to the luxury tax if he could make up the list of luxuries.—*New York World.*

THE Kaiser admits the war is not yet won. That seems to make it unanimous.—*Philadelphia Inquirer.*

FINLAND begging America for food must first get rid of the dachshund under the table.—*New York World.*

WERE P. T. Barnum living to-day, he probably would say: "There's a Russian born every minute."—*Kansas City Star.*

IN these days of financial stress it is a genuine relief to approach a slot machine and discover that you still can buy something for a penny.—*New York Tribune.*

A TWENTY per cent. tax on musical instruments has been suggested. At last a means of discouraging the second-story cornet-player has been found.—*Newark News.*

IF those Austrians have any regard for that last dreadnought they have left, they'd better sink it some place where they know they'll be able to find it after the war is over.—*Philadelphia Inquirer.*

BUT just wait, some of you war-brides, until the glamour of the war is over, and you see your husbands in civilian clothes, with derby hats and wrinkly shirts and unprest trousers.—*Kansas City Star.*

THE most important war-aim is straight shooting.—*Florida Times-Union.*

BOLO PASHA also bought a newspaper with German money.—*New York World.*

WHEN Kaiser Bill gets what is coming to him he will not need to sign the receipt.—*Chicago Daily News.*

WOULD King George mind confiding to us the address of the place where he found that $14 suit?—*Kansas City Star.*

IT seems to be a question whether the breweries shall be compelled to close down for lack of fuel or just close down.—*St. Louis Republic.*

POSSIBLY all the taxes suggested by the Treasury Department will not be adopted. But don't worry. If they are not, others will be.—*Kansas City Star.*

THE Red Cross advertises that they "want women to mend." But most women don't need mending; they're all right as they are.—*New York Evening Sun.*

GERMANY will never come into the society of free nations until it has something to celebrate, like the fall of the Bastile or the Declaration of Independence.—*Chicago Daily News.*

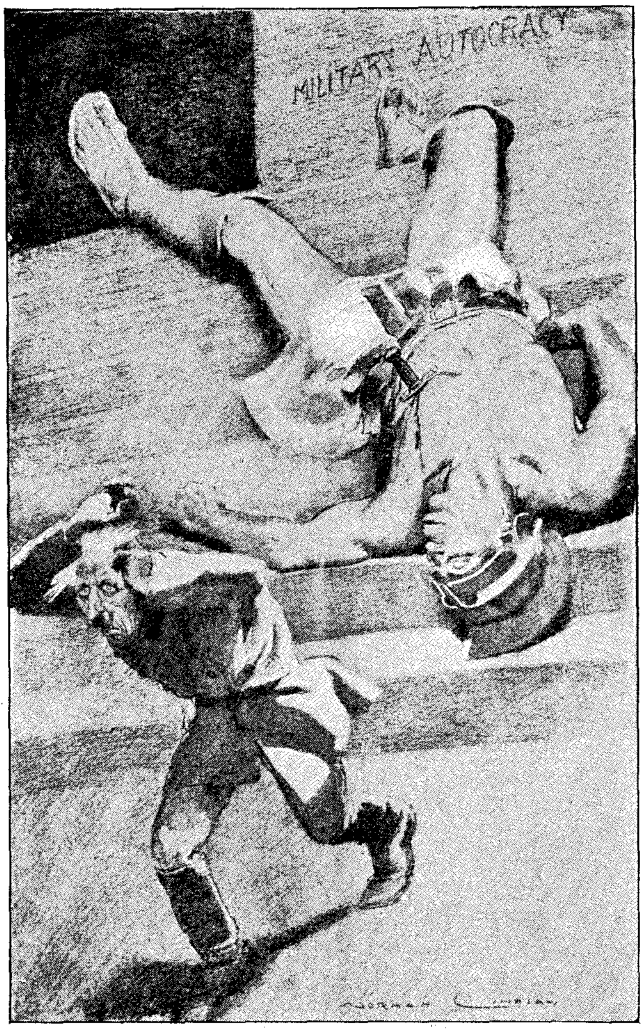
DISCUSSING *vers libre*, the New York *Herald* asks: "Can the new poetry replace the old?" and the answer is given in the first part of its question: "Can the new poetry."—*Philadelphia Inquirer.*

THE week's number of rumors that the ex-Czar still lives now equals the number last week that he was dead. Suppose we give him the benefit of the doubt, and consider him henceforth as dead, no matter what he does?—*Kansas City Star.*

FOREIGN - COMMENT

THE NEMESIS OF "KULTUR"

THE PRECIOUS BOON OF *KULTUR* has been possest by the cultivated German nation for forty years or more, in the flower of its beauty. We are told that this war is a disinterested attempt on the part of the charitable Germans to inflict this priceless gift upon nations who are so abysmally stupid that they can not recognize its inestimable worth. In common with the other stupid nations, we, in America, have been a little chary about accepting some of the fundamental doctrines of *Kultur*, and we were frankly shocked when the Apostle of the Superman, Friedrich W. Nietzsche, laid it down as a fundamental doctrine that "Christian morality is the most malignant form of all falsehoods; it is that which has corrupted mankind." Somehow we Americans preferred to remain "corrupted," and we now have an opportunity of seeing in Germany how their superangelic doctrine works out in actual facts. After four years of a perfect orgy of *Kultur* it is just beginning to dawn upon the German mind that there was something perhaps a little odd, after all, in the Superman's scathing contempt for Christian morality. And, not to put too fine a point upon it, we can hardly wonder that our super-*Kultured* brothers in the Fatherland are getting a little worried. Everything has gone by the board, and first to go was cleanliness and next godliness. We find the Berlin *Deutsche Tageszeitung* in a perfect frenzy of wrath because there are actually people in the Fatherland who "in these iron times" have the audacity to put on a clean boiled shirt and collar every day—and some, oh, horror of horrors! insist on two clean collars a day. Right soundly are they trounced by the *Tageszeitung:*



THE MAN WHO SLEW HIS GOD.

—*The Bulletin* (Sydney, N.S.W.).

> "If they want to ruin their linen by overwashing, that is their affair, but we say it is a valuable waste of starch and it cheats others out of their just share, because laundries are everywhere apt to favor their best customers."

In his progress toward *Kultur*, the German next takes to petty pilfering. Here is a sweet little description of the advance the German is making in his supermorality, culled from a dull report in the official *Norddeutsche Allgemeine Zeitung*, which remarks, with a shake of its head:

> "During the year 1917 the Prussian State Railways have paid 57,000,000 marks ($14,250,000) in compensation for property lost or stolen in transit as compared with 4,000,000 marks ($1,000,000) in 1914."

Perhaps the finest advance of all has been made by the children. They have really made colossal and commendable strides in their upward and onward path toward supermorality, and they are becoming admirably *Kultured* little Germans. The Social Democratic leader, Dr. Heine, writing in the *Berliner Tageblatt*, for some unaccountable reason, seems to be shocked. He says:

> "The disastrous effects of the war are manifesting themselves among us, and the youths are being corrupted by all the examples they have before their eyes. The formidable proportions that juvenile crime has reached are becoming a monstrous blot on our entire social system."

Another prominent leader, the National Liberal Deputy, Dr. Strack, is unable to recognize the progress of *Kultur*, for in the *Kölnische Zeitung* he wails: "All authority is set at defiance, and the flood of crime is constantly rising. What can we say when we find children of twelve and fourteen years of age in the dock charged with offenses against decency?" The deputy might have added that a bright boy of thirteen was so apt a pupil of the *Kultured* habits of his elders that he was tried in Berlin a week or two ago for strangling a girl of eleven. Perhaps the most complete picture of the nemesis of *Kultur* was painted in the Prussian House of Deputies by one of the Socialist members, Siegfried Braun, who is thus reported by the Berlin *Vorwärts:*

> "We are face to face with a terrible condition of public morality. We hear of numberless cases of thefts on railroads and alarming juvenile criminality. According to official statistics, between October, 1916, and November, 1917, there were 487,726 convictions for infractions of the food-regulations, and these were only a small percentage of the actual transgressions committed.
>
> "As for that, we are all sinners. Profiteering exceeds all bounds. Usury is rampant among all classes. Fraudulent profiteering like that of the Daimler works is in no wise an exception. Even official bodies attempt to extort illegal profits. But poor folk can only buy clothes at the official clothing department by bribing the salesmen with tips or food.
>
> "The increase of criminality demonstrates the demoralization brought by the war, which is described by fools as a rejuvenating bath. Self-sacrifice and patriotism perhaps are still found in the trenches, but in the invaded regions looting begins to rear its head, culminating at home in the most repulsive profit-snatching.
>
> "Everybody cheats, steals, and grabs, from jailbird to court chamberlain, who cheats the needy worker at home out of his scanty earnings and pockets millions—and the longer the war lasts the worse it becomes."

Meditating on the blessings of *Kultur*, we can realize how foolish we Allies were not to have accepted them from the hands of the Germans with open and grateful arms.

TO ENROLL THE IRISH UNDER OLD GLORY

AN UNEASY FEELING is manifest in the Irish press over the criticisms appearing in many American papers on Ireland's coldness toward the war, and there are frequent expressions of regret that the old ties of friendship and sympathy that have so long existed between America and Ireland should be clouded even for the moment. The Ballina *Herald* recalls with no little satisfaction the part that men of the Irish race have played in building up this Republic, and remarks:

> "We, more than any other people, have helped to build up across the Atlantic the greatest democracy of the age, and now when that great people is making a supreme effort to save European democracy it is sad to find that it is coming to think that Ireland is standing aside and taking no active part in that struggle against a common danger. But, tho it may seem so, such in reality is not the case; Ireland's heart is throbbing with friendly feelings for America. Ireland is sincerely sympathetic with her and has no wish or want alien to America. It is unfortunate, however, that the bungling statesmanship of successive English political leaders should have deflected the spirit that only three years ago animated and inspired every Irish man and woman's soul as regards the war and the justice of the cause for which twenty-three of the most advanced states in the world are fighting.

THE GERMANS
ARE SINKING
IRISH SHIPS
& MURDERING
IRISHMEN.
JOIN US & AVENGE
THESE CRIMES

Copyrighted by the International Film Company.

IRISH AVENGERS.

Irish recruits for the British Navy and the poster that made them join.

> "America in large part can not understand and allow for that feeling of annoyance on our part at being made the pawn in English domestic politics and dealt with in so crude, cruel, and callous a manner as we have systematically and successively been treated. Unsympathetic and stupid has been the treatment of Ireland by England, and it has brought about that curious result to-day that the most military people in the world is for the passing moment the least so and not taking active part in a war that appeals to their best instincts and ideals. We see a people that, under ordinary circumstances, would throng to the ranks under the Stars and Stripes, as their kinsmen have in all the States of the Union, at home apparently apathetic and indifferent."

The best way to restore the old feeling of confidence and friendship between the two peoples, says the Tuam *Herald*, would be to send some American troops to train in Ireland with power to add to their number by local recruiting, and this paper predicts that were such a step taken, each of the regiments would double its strength in a month. *The Herald* says:

> "America could help in bringing about that better spirit in this country, and it is to be hoped some effort will be made to secure the cooperation of our kinsmen in this enterprise. If an American regiment or two were put in training in Ireland the close contact between the brothers at home and those in exile would soon bring about a changed public spirit here. If any American division, with its preponderance of Macs and O's, with, as it were, its very Irish atmosphere, were to come to Ireland, it would leave our shores after a month with as many recruits as it has regulars. Not that we really have that superabundance of material that our English critics assert there is to be found. Not interfering with agriculture, which is our main industry, and in which Ireland has done and is doing the work of two armies by helping to feed all, we might be able to spare and send a fair proportion of young men who, in ordinary circumstances and if there were no war, would have emigrated. These, if they wish, could join the American Army, and they should be afforded an opportunity of doing so in the way suggested, that is, by the popular presence in our midst of some detachments of the American expanding army.
>
> "That would be an inducement and an encouragement to voluntary recruiting and in that way we could get over the reproach of not continuing our contribution to the fighting forces at the Front and thereby helping the splendid three divisions which Ireland created and constituted and which have covered themselves with glory in four continents or wherever they went, from Mons to Mesopotamia."

The Herald pleads with us to make allowances for the curious political conditions which exist in Ireland and assures us that Ireland is really heart and soul with the Allies in the struggle to make the world safe for Democracy. Dealing with the political issue, it says:

> "It is pernicious nonsense, and worse than nonsense, to be talking of an Irish republic. No sane Irishman wants that form of government, because he finds that while, no doubt, it is ideally the most perfect, it is the one form which does not suit the actual conditions in this country, and in politics it is the practical that must be first of all considered. But it is to be hoped the American people will considerately deal with Ireland and make allowances for the conditions under which it finds itself to-day. It is the victim of a vicious system of party politics and is suffering from a series of errors of administration and misgovernment. The American people are getting restive over our apparent reluctance, but let them have patience with us.
>
> "The American Army is taking its part in this war in a splendid manner. After the briefest period of training a non-military people were ever subject to, America is coming to the front in the fighting. Its Army is doing splendidly and winning the brightest laurels for its coolness, its courage, and its all-round capacity. Its troops are fighting with a spirit and coolness that are superb. In the inevitable casualty list are the old familiar names 'Kelly, Burke, and Shea.' Over sixty per cent. are undeniable Irish names, showing that, under ordinary circumstances, Irishmen never shrink or shirk from acting as men, and that least of all are they cowards or slackers."

Adverse comment in American papers has roused a certain bitterness in the Dublin *Freeman's Journal*, which somewhat acridly resents criticism on our part. The leading Nationalist organ does not share the enthusiasm of its colleague in Tuam for our military efforts—in fact, it is distinctly disparaging:

> "After all, when all is said and done, Ireland was in the war while America was hesitating. It is not seemly of a press that encouraged that hesitation to taunt Ireland now, whose sons have fought from Mons to St. Quentin, and from Gallipoli to Bagdad, with indifference and abstention from the fight. As we have said before, Americans will not have the right to level the taunt until they have made a proportionate contribution to the war. That time will come not when they have 700,000 men in France, but when they have six millions there."

GERMANY SWALLOWING FINLAND

FINLAND IS NOW FREE from the hated rule of Russia, and is almost at perfect liberty to choose between accepting a king named by Berlin or a German minister resident who will tell their Government what to do. Berlin has not yet decided which the Finns shall select. Meantime, they are in another dilemma. It will be recalled that the Germans entered Finland in support of the White Guards, the anti-Russian section of the Finnish population which was engaged in civil war with the Red Guard, or Radical element, which was pro-Russian. The result has been a decisive victory for the White Guard, which represents the *bourgeois* element. Now that the Bolsheviki are heart and soul with the Germans, we have this comic-opera situation. As one editor puts it, "The Bolshevik element in Russia is capable of strange logic, but it would seem a very remarkable partnership for the Bolshevik Russian to join hands with the *bourgeois* Finn to help the autocratic German beat the democratic Allies." But this is just exactly what has happened on the Murman coast, where the Russians and Finns are engaged in occasional conflicts with the American, British, and French forces stationed in that arctic region. Turning to the political side of the enigma, one thing seems to be certain, and that is, that the Finns have bound themselves irrevocably to the Germans by a so-called commercial treaty. It is from the Scandinavian papers that we learn its terms. The *Bergens Aftonsblad* tells us that it includes the following:

> "Finland shall, during twenty years, be under the economic control of Germany. One hundred thousand Finns are to be at the disposal of Germany should Russia recommence war. Germany, on her part, is to invest capital in a number of Finnish industrial concerns, preference being given to those which produce articles for export to Russia. German officers shall be furnished as teachers in the Finnish military colleges."

But the Stockholm Socialist organ, *Politiken*, asserts that there is a secret convention between Finland and Germany which goes far beyond anything which has been publicly announced. By this—

> "The Finnish Government engages to carry through the Diet the establishment of a monarchy under a German dynasty, and to place the Finnish military forces under German leadership; on no account to cede the Aland Islands to Sweden; to allow Germany the use of those islands or part of the coast opposite as a naval base, and also the use of the outlet Finland may obtain in the arctic as a commercial and shipping harbor; and to take effective measures to combat anarchism."

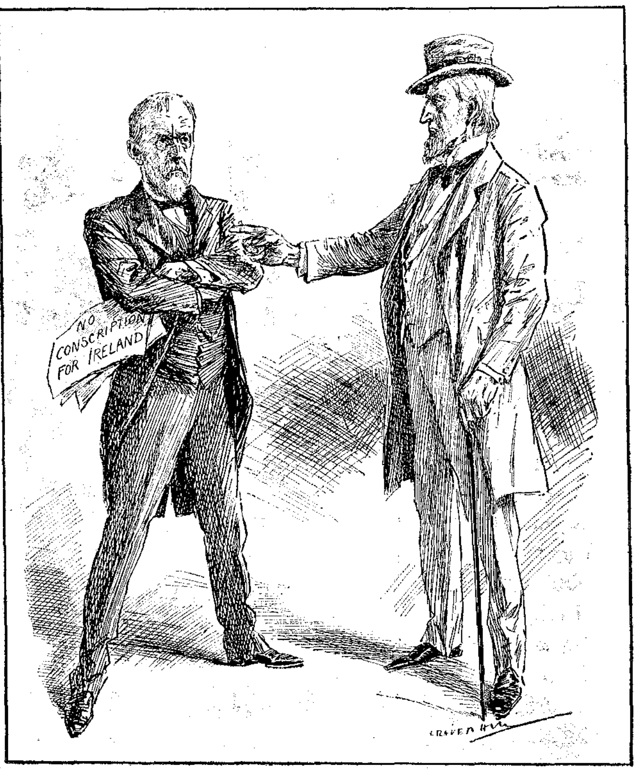
The Westminster Gazette tells us that there was great difficulty in passing the commercial convention through the Diet, which voted for ratification by a small majority. "This majority is insufficient, however, to carry the proposal for the establishment of a monarchy, a two-thirds vote being required." The Finns, according to the Stockholm correspondent of the London *Times*, escaped from this dilemma by postponing the whole discussion for two years:

> "The decision as to the form of government in Finland and the adoption of a new constitution is to be postponed till 1920. The government bill before the Lantdag for the establishment of a monarchy not commanding the requisite majority, the proposal will be declared pending and left for decision by the Lantdag at the next regular parliamentary period after the general election two years hence.
>
> "Meanwhile the powers of the present Regency will be prolonged till then. The Regent will continue to act as the head of the executive, choosing ministers responsible only to him on the basis of the Swedish Constitution of 1772, modified by the Royal Pledge Assurance Act of 1789, as established by Gustavus III. of Sweden when Finland was an integral part of his kingdom. By this fiction the Government hopes to lay the foundation of a monarchical system, while flattering national sentiment by appearing to ignore one hundred and ten years of Russian rule."

The Finns, says *The Times*, fully realize that in freeing themselves from the rule of the Czar they have merely taken to themselves a new master, and it quotes the speech of one of the Finnish deputies in a recent debate in the Lantdag, who remarked:

> "Let us not deceive ourselves. We are too weak to defend our liberty alone; we are dependent on Germany. Whether we elect to be a monarchy or a republic, we shall be commanded from Berlin. It is only a choice whether we shall be governed by a German prince or a German minister resident at Helsingfors. The chances are that a king is more likely to show some independence and take the interests of the country to heart than a casual diplomatist acting under orders."

The London *Daily Telegraph* quotes a letter from one of its correspondents in Sweden who, after describing the serious food-shortage there, goes on to say:



A VERY ENGLISH VIEW.

UNCLE SAM (to Nationalist leader)—"See here, if you mean to disgrace Ireland in the eyes of all decent nations, you get no more sympathy from me." —*Punch* (London).

> "With regard to the Germans, it is estimated that there are some 25,000 to 30,000 German troops in Finland, most of whom are from the Italian front. For the most part the Germans are maintaining what may be described as a correct attitude; in fact, much more correct than some of the pro-German Finns. So much is this the case that the people of Finland as a whole do not understand what is the German game.
>
> "The Germans are largely leaving affairs of administration in the hands of the White or Finnish Government, but, at the same time, they are pursuing a policy of commercial penetration which needs close watching. They have secured control of copper, zinc, lead, and other metals, leather, cotton goods, sewing-cotton, and, among other things, seven hundred thousand pieces of soap. German soldiers in Helsingfors say that they have not seen any soap for two years. The immediate result of all this is that the Finnish population can get nothing whatever of these articles.
>
> "For purposes of their own, which are not quite clear to the ordinary mind, the Germans are warning the Finns that one day Russia will again be a great nation, and will resent any action of Finland in annexing Russian territories, including Karelia, without permission. In short, the policy of the Germans is a complete mystery to the Finns."

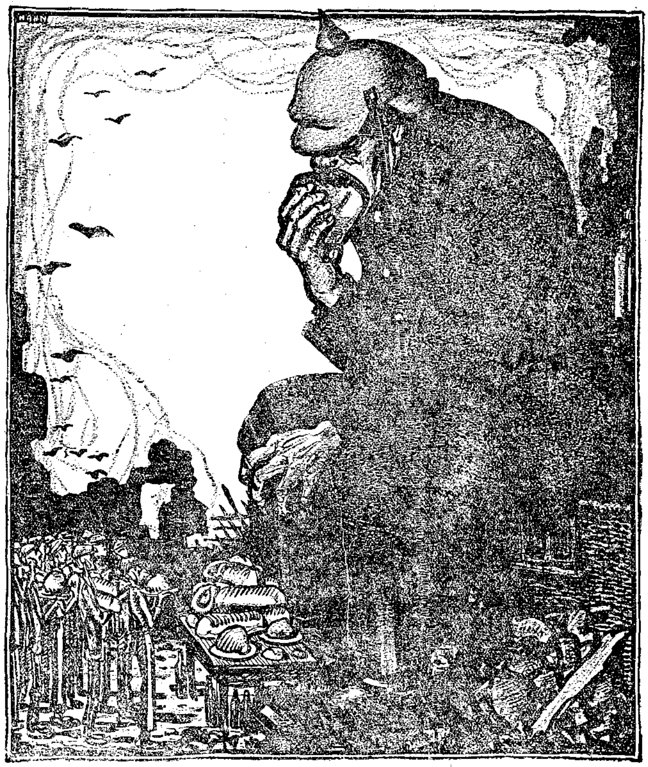
Meanwhile, says *The Westminster Gazette*, a significant reaction has been produced in Sweden, where the trend of public opinion is turning more and more to the Allies as the Swedes watch what is going on on the other side of the border:

> "A change is observable in public opinion in Sweden, as reflected in the press of that country. Already a considerable

impression has been produced by the spectacle of Prussian 'penetration' in the Baltic regions, the occupation of the Aland Islands, the encroachment in Finland, the Prussianizing of Esthonia and Livonia, and the very plain exposure of German principle and policy in Roumania and the Ukraine. These events did not tend to increase the desire for a 'German peace.'"

MILKING THE BELGIAN COW

A SUBTLE COMBINATION of terrorism and apology, combined with an exquisite disregard for facts, was recently put out by the Germans in Spain. It took the form of a pamphlet, pointing out very clearly what happened to naughty little nations who presumed to oppose Germany's progress, and it detailed with a great show of statistics just what the Germans—according to their own account—had done to Belgium, the moral obviously being that unless Spain minded her p's and q's the same would be done to her, and more also. When a copy of this pamphlet fell into the hands of the Belgian Government at Havre, the officials were astonished to note an amazing understatement of all that the Germans have done, and they came to the conclusion that the pamphlet was also intended to minimize what had been done in Belgium. The Belgian Government in its reply takes up but one aspect of the pamphlet, that is to say, the amount of money squeezed from Belgium by fines, forced contributions, and just plain thefts from banks. Under this head the Spanish pamphlet claims that the Germans have received from Belgium $24,014,270, whereas the Havre Government claims that under war-levies alone the sum of $441,100,000 had been extorted from the martyr nation, thus:



POOR BELGIUM'S BOARDER.

"More, more!—the cry is always for more."

—*De Notenkraker* (Amsterdam).

"War-taxes imposed on towns and provinces at the time of the invasion:

Province or Town	*Million Dollars*
Liége	10
Brussels	10
Antwerp	10
Namur	6.4
Liége (town)	4
Courtrai	2
Tournai	.4
Roulers	.3
Total	43.1

"In addition to these local taxes, the German administration burdened the people with a steadily increasing national obligation, starting December 10, 1914. Von Bissing imposed on the occupied territory a war-contribution of $8,000,000 a month; November 20, 1916, this was increased to $10,000,000 a month; and von Falkenhausen brought it to $12,000,000 from June 15 on. We have therefore:

Dec. 10, 1914–Nov. 10, 1916—23 months at 8 million	$184,000,000
Nov. 10, 1916–June 10, 1917— 7 " " 10 "	70,000,000
June 10, 1917–June 10, 1918—12 " " 12 "	144,000,000
Total	$398,000,000
Brought forward	43,100,000
	$441,100,000

The Germans, in addition to collecting from their unfortunate hosts all the taxes originally levied with their own consent by their own Government before the Germans arrived, added other taxes and imposed fines of an enormous amount for the most trivial offenses. Fines of this nature, we are told, "are a violation both of the Hague Convention and of the Belgian Constitution," and during the year 1917 this unlucky people were mulcted on an average somewhere between $2,500,000 and $3,750,000 a month. The report runs:

"The German administration not only has taken over the collection of the regular taxes which had been voted to the Belgian Government by the legislature—it has raised the rate on some of these, and imposed new and irregular ones thus: in the province of Brabant, the tax on dogs has been increased to $8 (from $1 to $2, according to breed and use); the excise on sugar has been doubled; by a decree of January 16, 1915, all Belgians having left the country, and not having returned by March 1, were taxed ten times the amount of their normal contribution on personal property. Another tax on personal property is graduated to net, individually and annually, from $3 to $7 and more. It is impossible to establish an aggregate sum for these taxes.

"In November, 1914, Brussels was fined $1,000,000 because a police sergeant had shown a lack of respect for a German officer, and again in July, 1916, $10,000,000 in punishment for a demonstration in honor of Cardinal Mercier; Antwerp, for refusal to assist in the reconstruction of the buildings destroyed by the Germans, was forced to pay $250,000; many small villages were heavily fined, often on trivial pretexts: Wellen (with scarcely 1,000 inhabitants), $25,000 for having failed to supply its quota of the requisitioned wheat; Mons, in 1917, $125,000, because a Belgian newspaper appearing in Holland had accused Prince Rupprecht of Bavaria of shifting his headquarters in that city from house to house through dread of airmen; Wachtebeke, $2,500; Assche, $1,800; Battice, $18,750; Liége, $100,000; Aeltere, $10,000; Wyngene, $10,000, etc."

We are told that during 1917 the Germans had taken from the occupied area every machine that could possibly be put to an industrial use, and every scrap of steel, iron, and copper that could be found. Here is what was done in the way of just plain, straight theft from the banks which were foolish enough to continue business under German promises of security:

"One form of spoliation does, however, afford some definite, if incomplete, figures, *i.e.*, the seizure of cash in national and private banks:

"At Liége, $800,000 was taken from the National Bank and $580,000 from private banks; at Verviers, $195,000 from four banks; at Hasselt, $415,000 from the National Bank; the same thing occurred in almost every town occupied by the Germans, not only with the cash of the banks, but with the Communal funds.

"On September 12, 1916, the cash in German bank-notes of the National Bank of Belgium, and of the Société Générale de Belgique, amounting to $107,000,000, was transferred to Germany, with the promise of its return two years after the war, at the average exchange rate in Berlin at that time.

"The Belgian Government has compiled a list of 43,200 buildings destroyed during the invasion. The value of these has not been taken into consideration, nor have the losses due to enforced idleness and stoppage of productive industry, which must be enormous. The figures arrived at here, by the few facts available, and which mount up to the neighborhood of $1,500,000,000, represent most incompletely, indeed, Belgian losses."

SCIENCE - AND - INVENTION

STOP WEARING PLATINUM!

THE MAN WHO BUYS PLATINUM JEWELRY must henceforth be cataloged among the slackers, we are told in a recent press bulletin of the United States Bureau of Mines (Washington). The country is now, and for many years will be, desperately in need of the scarce and precious platinum in its industrial work and must have it if the war-machine is to go full speed ahead. A plan proposed by Federal officials would stop the use of platinum in jewelry, not only for the war, but for all time, in order to insure the future supply. It is believed that aside from the large amount in the form of jewelry, a great part of which is in private ownership, there is less than 25 per cent. of the normal stock of unmanufactured platinum in this country available for the needs of the war. To quote and condense:

"In an effort to fill the immediate pressing needs of the Government in its war-program, the War Industries Board has ordered that 75 per cent. of the stock of platinum in the hands of manufacturing jewelers be commandeered, and also the complete stock held by refiners, importers, and dealers; but this, it is said, will only fill a small gap, and that temporarily.

"It has been hoped by Federal officials and chemists throughout the country who understand the seriousness of the situation that the whims of fashion might yield to national needs and that purchasers of jewelry would demand gold and silver or a white alloy, and so release platinum for its highest use; but the results have been disappointing.

"The American Chemical Society, an organization composed of the leading 12,000 chemists of the country, which is also back of this movement, has issued an appeal to the people not under any circumstances, either during the war or after the war, to use platinum jewelry, but to conserve this unique and fast-dwindling metal, now priced at five times the cost of gold, for the exclusive use of the chemical and other necessary industries. The first purpose will be to obtain a sufficient supply of platinum for the needs of the war, and then to retain the production of the future for the industries. It is claimed that even before the war, as a result of this unreasonable craze for platinum in jewelry, the highly important work of the chemists has been curtailed, and research work, especially in the universities, handicapped by inability to meet the constantly rising price.

"Says Van. H. Manning, Director of the Bureau of Mines: 'The scarcity of platinum throughout the world and its high price are apparently due almost solely to the fact that the women of this and other countries have been recently led to consider it a choice article for adornment. Over 50 per cent. of the country's supply of platinum is now used annually for jewelry; an entirely unessential purpose. No jewelry is more easily imitated than platinum, and much white-metal jewelry is now on the market which can not be told from platinum by the uninitiated.

"'It is inconceivable to me that any woman would wear a lead-colored ring or bracelet or adorn herself with lead-colored jewelry, except that its artificially produced high price has been made to give it a false value in her eyes. When our basic war-needs for platinum are going to be met only with the greatest difficulty, I certainly can not consider the purchasing of platinum jewelry patriotic now, and it appears to me to be very doubtful good taste at any time.'

"A movement among the women of the country to discourage platinum in jewelry has been initiated by the American Chemical Society. The Women's National League for the Conservation of Platinum has been formed as a national organization with Mrs. Ellwood B. Spear, Cambridge, Mass., as chairman. State councils have been formed in fourteen of the leading States of the Union, and even the efforts of the college women have been enlisted. Already throughout the country thousands of women have signed the following pledge: 'I will neither purchase nor accept as gifts jewelry and other articles made in whole or in part of platinum so that all possible supplies of this precious metal shall be available for employment where they can do the greatest good in the service of our country, and I further pledge my influence to persuade others to take the same patriotic stand.'"

A splendid effect has already followed the patriotic crusade to stop the use of platinum in jewelry, says Dr. Charles L. Parsons, secretary of the American Chemical Society. He continues:

"I believe the only thing necessary is to show the women of the country what really bad taste it is to wear a metal which certainly in the form of rings, bracelets, mesh-bags, etc., has no beauty over lead to recommend it and no advantage over many other cheaper metals, except its one item of high cost. . . . The Russian mines, from which 95 per cent. of the platinum comes, are reported to be nearly exhausted. The Russian supply is now virtually in German hands. The United States has not nearly enough in sight for its probable war-needs during the next two or three years, and as the jewelers now use over 50 per cent. of the platinum that comes into commerce, they must be held responsible for its scarcity.

"It is perhaps not realized by the public that platinum is necessary in the production of nitric and sulfuric acid, the essential in all explosives.

"It is absolutely essential in the manufacture of special pyrometers, and no gun can be made without the use of a pyrometer.

"Some necessary signal instruments are dumb without platinum.

"Platinum is essential in the composition of certain delicate gun-mechanisms.

"The rapidly growing chemical industries, engaged in war-work, need platinum in their laboratories.

"Platinum is required in the new plants the Government is erecting with such feverish haste for the manufacture of nitrates from the air, these nitrates being needed for fertilizers and munitions.

"Without platinum all experiments in gases would be greatly handicapped.

"The so-called platinum used in electrical work is, like the jeweler's platinum, an alloy of platinum and iridium, but with this difference, that the proportion of iridium is ordinarily greater in electrical platinum than in jeweler's platinum, and for some work may be as high as 50 per cent. Unless one is informed he does not realize that each telephone and telegraph instrument has platinum contacts, that every high-grade magneto for aeroplane, automobile, motor-boat, or gas-engine has from two to six contacts of platinum, and that the multitude of contacts on the telephone switchboard, on the relay instruments of both the telephone and telegraph lines, are of platinum.

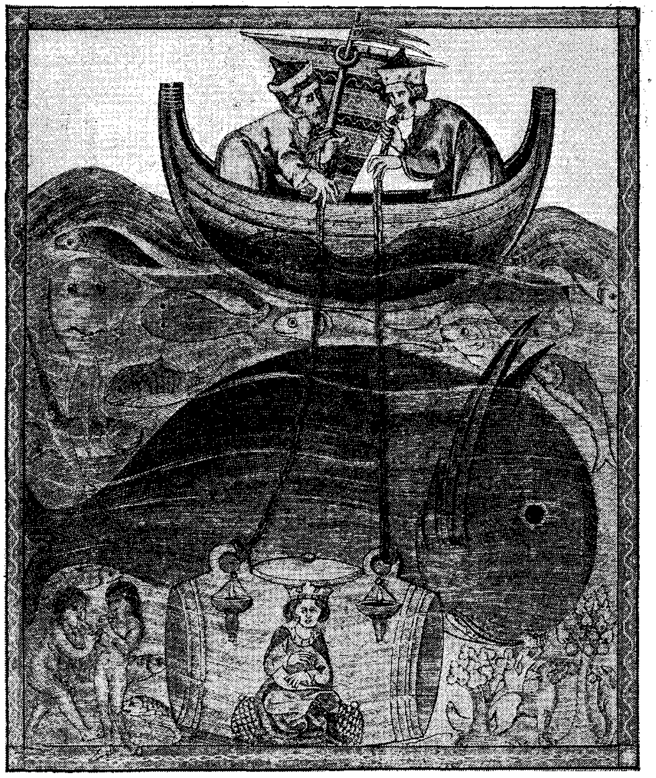
"There are a large number of different kinds of electrical-control systems in which platinum is used, one of the most important of which consists of the thermo-couples for the electrical control of heat in furnaces and ovens for a variety of purposes. While the actual quantity of platinum in any single piece of electrical equipment is very small and its value almost negligible in comparison to the value of the whole instrument, yet the great number of these instruments, which have been and are being made for the government work, calls for an unbelievably large quantity of platinum and iridium for their construction."

A striking quality of platinum is thus described in the Bureau's press bulletin:

"The marvelous ductility of platinum, one of the elements that make it so necessary in industrial work, is better conceived when it is considered that out of a single troy ounce of the metal it is possible to make an almost infinitely slender wire that would reach about 1,800 miles. To draw out platinum into so extremely fine a wire, it is covered with a thin layer of gold. This new wire is drawn to the thinness of the former one and the gold is dissolved away. A small section of this second wire is then given a coating of gold, redrawn, and the gold covering dissolved. After this process has been several times repeated the wire, finally secured, is still intact but virtually invisible."

EARLY SUBMARINES

THE IDEA OF THE SUBMARINE, like that of some other ultra-modern devices, is very old. The necessary materials and the means of realizing their ideas were not in the possession of the early inventors, but some of them did surprizingly well with those at their disposal. In *The American Machinist* (New York, June 27) H. H. Manchester traces the idea of the submarine to the efforts of divers to remain under water longer than nature had furnished them the means of doing. When those efforts took the form of vessels containing air and large enough to hold the diver himself, he may be said to have evolved the germ of a submarine. With some means of propulsion added, even of the rudest form, the resemblance went a good deal further. Mr. Manchester tells us that the romances about Alexander the Great gave free vent to the imagination in describing his exploits beneath the sea, and several of the manuscripts contained pictures illustrating them. He goes on:



ALEXANDER DEFYING THE WHALE.

The King is seen comfortably seated on the sea-floor in a glass barrel, while the whale looks on, baffled. Both whale and king have to come up for air, as the cask has no breathing tube. This picture is dated about 1320, and shows the germ of the submarine idea.

"In one of these miniatures, the date of which is about 1320, we see a large glass barrel resting on the bottom of the sea and occupied by the King. Chains for lowering and raising the barrel are visible, but there is no sign of any air-tube leading to the surface. While this illustration is very quaint, the idea of a water-tight vessel was a distinct advance, and marks what might be called the first step from diving apparatus to submarine.

"A direct application of this conception was made by Robertus Valturius in 1460. The design he showed was for a boat of the form of a cylinder with a pointed prow and stern. Both the prow and stern were detachable, so that the boat could be easily transported. It was intended for crossing rivers without being seen by the enemy, and for this purpose it was made water-tight all around so that it could be sunk below the surface. Two cranks, which drove two paddle-wheels, were also used to guide the boat. It was said to be capable of holding twelve men for the period necessary to cross a river. The two other designs at the top of the same plate are for different boats, but suggest an approximation to broken screws to be used in driving these vessels or the submarine. In the next century there were several allusions to diving apparatus, including a rigid tube by Leonardo da Vinci, about 1490, and a diving-bell experimented with at Toledo, Spain, in 1538. But leaving diving operations aside, the next notice taken of submarines seems to be the one by Olaus Magnus, the Bishop of Upsala, in his 'History of the North,' published in Latin in 1555. He declares: 'Half-way to Greenland there is found a kind of pirates that use leather boats. By a method of navigation not so much above as below the water, they creep up in ambush and bore holes in the ships of merchants below the pump. I saw two of these leather boats in the year 1505 on the west wall of the cathedral, dedicated to Saint Halvard, and hung up so as to be seen. These boats Haquinas, king of the same country, was reported to have taken while passing near to the coast of Greenland with a fleet of war, when the pirates sought to have drowned his ships. The inhabitants of that country get no small profits by such treacherous acts, through boring holes secretly, as I have said, underneath the sides of ships, letting in the water, and, presently, causing them to sink.'

"Altho the text seems a little obscure, this passage may possibly be considered to mark the earliest employment of submersibles.

"The next important advance toward the principles of the submarine was probably made by William Bourne, of England, in 1578, and consisted of the method he proposed for lowering and raising the vessel. His plan was to have the sides of the vessel in part double, but connected by a flexible membrane, such as oiled leather, so that they could be drawn apart or forced together by means of handscrews. There were to be holes in the outer shell of the vessel through which the water would enter when the second shells were drawn inward. This, of course, would sink the vessel. When it was desired to raise the vessel, the screw was used to force the inner shells tight against the outer one and drive out the water. This was a rather clever adaptation of the crude power available in those days for the purpose at hand, and it involved principles of displacement that have been applied ever since.

"A somewhat similar construction was proposed by Magnus Pegelius in 1605, and Lorini in 1609 describes a rigid column and a caisson for submarine work.

"The next noteworthy effort in submarine building was by Cornelius van Drebbel in 1620 and subsequent years. He built several boats for submarine use, which he made water-tight by stretching oiled leather all over the outside. . . . Besides what was then considered the remarkable success of his vessel, Drebbel claimed credit for an even more important invention in 'the composition of a fluid that would speedily restore to the troubled air such a proportion of vital parts as would make it again, for a good while, fit for respiration.' Possibly he had some recipe for releasing oxygen from water, but he died in 1634 without disclosing this part of his secret.

"In 1634 Mersenne proposed a submarine with a metal hull which should be spindle-shaped, so as to allow progress in either direction. His plan was also to have cannon with lids at the mouth which would open at the moment of discharge, and fall back into place immediately afterward.

"A few years after this there came upon the scene a submarine builder who had all the imagination of the most enthusiastic inventor. This was de Son, who constructed a submarine at Rotterdam in 1653. It was said that with his vessel he guaranteed to destroy a hundred ships in one day."

David Bushnell's "turtle" submarine is familiar to students of our Revolutionary history. In a letter to Thomas Jefferson, Bushnell wrote:

"An oar formed on the principle of the screw was fixt in the forepart of the vessel; its axis entered the vessel, and being turned in one direction rowed the vessel forward, but being turned in the other rowed backward. It was constructed to be turned by the hand or foot."

Its adventures are related as follows:

"A torpedo with a clockwork time discharge was fastened at the stern of the *Turtle*, and the idea was to bore a hole in the bottom of a ship, fasten the torpedo, and get away.

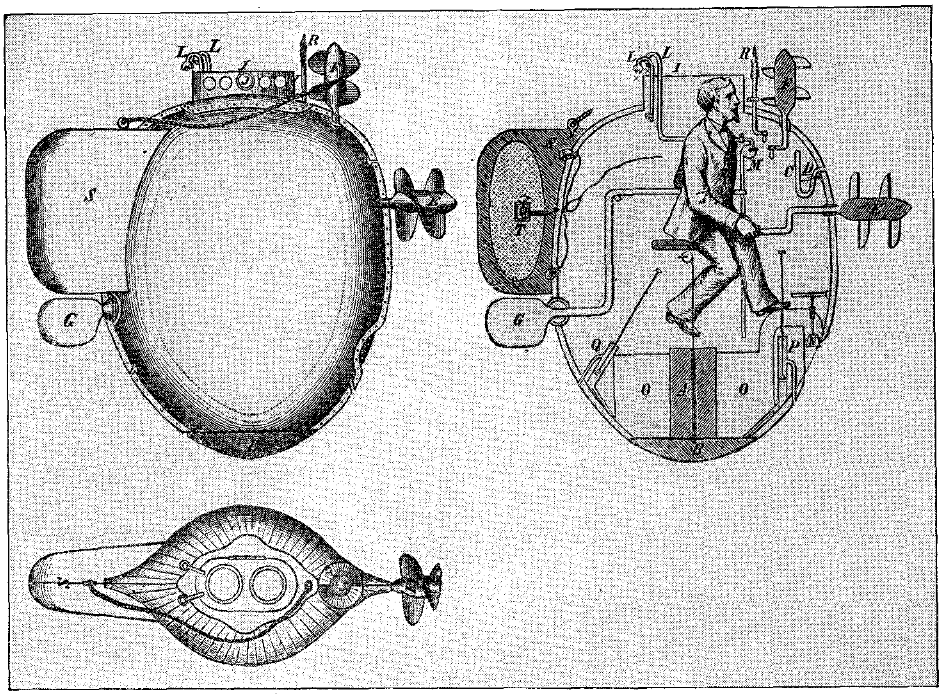
"In 1776 Sergt. Ezra Lee attempted in the *Turtle* to torpedo the English 64-gun frigate *Eagle*, which was lying in New York Harbor. It is asserted that he got underneath the ship, but failed to fix the torpedo, and after he left the torpedo floated to the surface of the water and blew up sometime afterward to the astonishment of the British.

"From the considerable descriptions of the period, Lieutenant

Barber, of the United States Navy, later attempted to reconstruct the designs of the *Turtle*. These show a man inside in the costume of the later period."

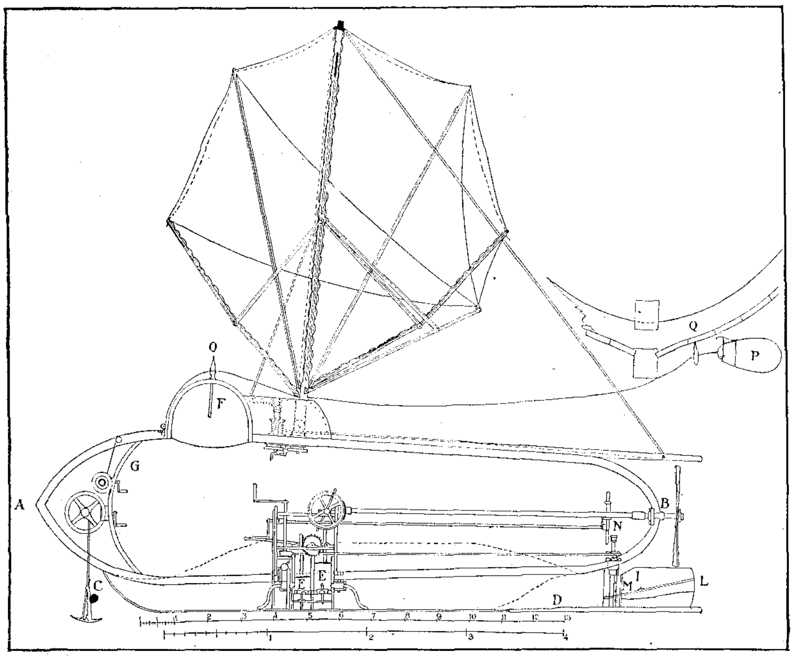
The evolution of the underwater craft went on steadily:

> "In 1780 S. de Valmer made a proposal for a barrel-like submarine with pointed cones on each end and oars at the sides. The first plan for a steam submarine seems to have been by Armand Maiziere, who laid his design before the Committee of Public Safety in 1795. His oars, or paddles, were to be shaped like the wings of a bird. One set was to be used for propulsion and the other to assist the vessel to submerge, probably the first use of power for this purpose.
>
> "The next year, about a decade before his success with the *Clermont*, Robert Fulton laid a plan for a submarine before the French Government. The commission to which his design was referred reported favorably on it, but the Minister of Marine was unconvinced. Fulton made a model which a committee again viewed with favor and the Minister of Marine once more rejected. The inventor then carried his ideas to the Dutch, who refused to consider them. By this time Napoleon had become First Consul, and Fulton returned to France to submit his designs to him. Napoleon was sufficiently imprest to advance Fulton 10,000 francs for building such a boat. This was completed, in 1801, and Fulton named it the *Nautilus*. It is a striking fact that of the millions who have read Jules Verne's 'Twenty Thousand Leagues Under the Sea' probably not one in ten has realized that Verne named the boat in the story out of compliment to Fulton.
>
> "Fulton's *Nautilus* was cigar-shaped, 21 feet, 4 inches long, and 7 feet in diameter. The hull was of copper, with iron ribs. There were a collapsible mast and sail for use when on the surface, but when under the water the boat was propelled by a wheel or screw in the center of the stern, which was driven by a hand-winch. The boat was tried in the Seine in May, 1801, at which time Fulton and one assistant remained below 20 minutes and then made their way under water back to the starting-point. On June 3, 1801, Fulton was submerged for an hour. On June 26 he submerged and blew up an old hulk which was offered for the purpose, and on August 7 he introduced compress air and remained below the surface for five hours.
>
> "The Minister of Marine, Admiral Pleville le Pelley, however, finally refused to allow Fulton to operate his submarine because, as he wrote: 'It seems impossible to give a commission as belligerents to men who use such means for destroying the ships of the enemy.' In other words, Fulton would have had to operate as a pirate, which is a striking commentary by the past upon the present."



Illustrations by courtesy of "The American Machinist," New York.

THE "TURTLE," WHICH FAILED TO BLOW UP A BRITISH FRIGATE IN 1776.



NAPOLEON NEARLY ADOPTED IT—FULTON'S "NAUTILUS," 1800.

THE FRILL'S FAREWELL

THAT THE BEAUTIES OF DRESS as a sex allurement are being abandoned by women is the belief of an editorial writer in *American Medicine* (New York). Following an article on "The Psychology and Genesis of Female Clothes," by Dr. Talmey, this writer adopts the theory that different senses have, in different stages of biological development, been the vehicles of sex attraction. The animal relies largely on his keen scent to recognize and track his mate. With man the visual sense is now predominant. But if woman is to adopt a sober garb, as man long ago set her the example of doing, what is to be the effect on love and courtship? The author evidently fears that without finery woman would lose a large part of her attractiveness to man, and that discarding it might turn us into a world of bachelors and old maids with obviously disastrous results. He even heads his discussion of the matter, "Is the Race Endangered?" He writes:

> "No man who has observed the change in woman's dress in the past year can escape the conviction that we are on the verge of a new era in which the visual sense is threatened as the dominant source of sexual stimulation and is about, in its turn, to give way presently to another sense. Which sense will it be this time?
>
> "It is well to bear in mind that in the romantic and picturesque days that followed the Middle Ages, dress, as a weapon of coquetry and allure, was not the exclusive property of woman. In that period, man's dress, with its frills and laces and

silks, was preeminently designed as a lure to the feminine eye; and, in fact, he was able to achieve a higher degree of coquetry in this respect than the more deadly species. But with the introduction of machinery and the growth of industry, man, in his struggle to master these new elements, was obliged to devise and affect a simpler garb, more suitable for and efficient in his new activities. And, in time, dress as a sex lure became the special province of woman. Herein lies the secret of the odd circumstance that, while in the animal kingdom it is the male who is the more seductive in outward appearance, among humans the female makes a stronger appeal to the eye and through the eye to instincts vital to the preservation of the race. This sex lure, of such indispensable importance to the race, had to be preserved, and it fell to woman, in view of man's modified rôle, to preserve it. In doing this, woman has not only gratified her own vanity but has fulfilled her obligation to the race.

"But a new era is approaching. The visual sense is threatened as the prevailing method of allure. As in the case of the man in the romantic period, woman's dress is undergoing a change, due to altered conditions of life. This change is manifest to even the most casual observer. The war is calling woman into its service; she has found her place in the munitions-factory, on the farm, in the subway, on street-cars and railways, and all these activities demand a simplification of dress. This simplification is now in process of taking place. We see it in the farmerette's costume, in the uniform of the woman conductor, in the overalls of the woman munitions-worker. And dress, as woman's special province, is falling into disuse. Her appeal to the masculine eye—the supremacy of the visual sense as the dominant sexual stimulus—is falling, or will inevitably fall, into disuse.

"Unquestionably this is a problem which should receive the most thoughtful consideration by our scientists. Are we approaching a new era, in which a new sense is to be called into the service of the race? If so, which sense will it be? The sense of smell having outlived its usefulness, and the sense of sight being threatened with the same fate, there remain but three other senses to choose from: hearing, feeling, tasting. One of the remaining senses will have to be chosen. Which?

"American scientists may not find a ready answer, but American humorists have here a rich field for the exercise of their talents.

"Woman must devise a new trap for man. What choice will her resourcefulness lead to? If it is to be the sense of taste, will she make herself perfect in the fabrication of sweets and delicacies and lure man to his fate by coquetting with his palate? If it is to be the sense of hearing, will she cultivate her neglected musical talents and charm the beast in man with celestial strains from a violin, or lute, or harp, or victrola?

"There suggests itself a simple solution and not altogether an improbable one, that man, with accustomed unselfishness and eager to sacrifice himself for the good of the race, will consent to revert to his ancient rôle, resume once more the frills and laces and silks of the romantic past, and thus preserve the refinements of the visual sense as a sex stimulus and save the race from an untimely end by maintaining the balance of attraction between the sexes.

"Our hard-working women will have no time for such things now, but, no doubt, in their new prosperity, they will gladly consent to keep their favorites in finery and frills to their hearts' content!"

NATURE AS SHE IS OBSERVED—A nature-study and biology teacher somewhere in America sends to *The Nature Study Review* (Ithaca, N. Y.) the following casket of jewels culled from her pupils regarding their observations and conclusions in the domain of nature:

"Organic matter is when you have something the matter with your organs."

"Five devices by which seeds are scattered are wind, water, explosion, torn up, taken out, and thrown away."

"The peculiars of an insect are some of them bring diseases, others destroy food, suck the blood, spoil the flowers, lay eggs, and kill babies."

"The grasshopper, when he walks, he either jumps or hops."

"The jaws of a grasshopper move east and west."

"A larva is an unfinished animal."

"The flower is to show what a plant can do."

THE HUMAN TOUCH IN SURGERY

THAT THE HUMAN TOUCH may be of value in surgical work as well as in many other phases of experience is made clear by a tale printed in *The Modern Hospital* (St. Louis). We are told that keeping happy is quite as important as keeping well; indeed, the two states are intimately connected. Especially is one's mental condition important when his nerves are to be tried by violent interference with the physical organism, such as is inevitable in a surgical operation. In the days before anesthetics there were many deaths from nerve-shock alone, and not until the discoveries of recent years have medical men understood how to administer anesthetics so as to minimize its effects, for one may lose consciousness without losing his susceptibility to shock under the knife. The *Hospital's* story shows how the brain may be soothed and set in order, before the anesthetic is given, merely by a little human sympathy. It is told by a graduate nurse who has had years of experience in hospital work and helped to give many anesthetics. She says:

"After I had taken one or two anesthetics myself, I began to realize what it meant to others to go through the same mental and physical process: the question to yourself, as you are going under, 'Will I come out again?' the waves of nausea, the buzzing sounds that start at first like the lazy drone of a bee and become more distinct and rhythmical until they remind you of the sound of the motor on an electric-car which has stopt for a while with the motor still running, and lastly that horrible plunge downward into the dark alone. Through all these varied sensations runs the distinct desire to have some human hand to hold to and to communicate to that hand by the touch of your own consciousness as long as you can.

"I have demonstrated again and again with children and women of nervous temperament and big men who were in desperate condition who went under the anesthetic with the fear of death upon them, that they all went under with less struggle and less anesthetic if some one with human sympathy and kindly spirit held their hands, and spoke to them reassuringly once in a while until they were no longer conscious.

"Not long ago a small nephew of mine—I mean small only so far as years go; he is only fourteen, but weighs 165 pounds and measures five feet nine and one-half inches—had suffered so terribly for twelve hours in the region of what *Mr. Dooley* calls McNulty's point that it was decided that his appendix would do less harm in a bottle in the hospital laboratories than inside of his abdomen. Before we took the boy in the ambulance to the hospital, he pulled my head down close to his and said, 'Aunt, you'll stay right with me when they put me to sleep, won't you?' and I answered, 'I surely will, sonny.' He was quite content then, and, smiling up at the ambulance-man who was waiting to put him on the stretcher, said: 'All right, I'm ready; go to it.' At the hospital, after the reports from the leucocyte counts came in, the operation was set for 11:30 that night, so two of the family who had not eaten supper went around the corner to get a bite to eat. When we returned we found the boy's bed empty. It seems that the time of the operation had been put forward more than a half hour and our patient had gone to the operating-room.

"Throwing my hat and coat and bag at the astonished special nurse, I ran out into the hall and demanded of a very dignified night supervisor the way to the operating-room. Her answer was, 'You can't go in there.' I turned to another nurse and she pointed around the corner to the hall leading to the surgical corridor. I ran in that direction with the indignant night supervisor after me at full speed ahead, but I got there first, praying to myself: 'O Lord, let me get there before they give that boy the ether! I promised him I would stand by.'

"The operating-surgeon ordered another indignant nurse to give me a gown, and I went over to the table. The boy was game; he hadn't said anything, but there was in his eyes that blank horror of the unknown. It changed to a smile when I covered his hands with mine, and he took the ether easily. Before he was relaxed a nurse came and started to strap down his hands. I said: 'Please don't. He is not relaxed yet.' So, with another hard look at the interfering relative, she desisted. But the touch of the strap had aroused him and he began to shiver and struggle a little, so I held the hands tighter and said to him distinctly, 'Steady, boy,' and he became quieter and soon was completely under the anesthetic.

"The next day he said, when some one asked him if the anesthetic had been hard to take: 'Oh, no. I did begin to get nervous once, but I heard aunt say, "Steady, boy," and I was all right again, and I didn't feel it at all when they took my appendix out. I just felt her hands on mine!'

"Wasn't it worth while? His last conscious thought was that some one was there to hold him, and he had taken that last plunge into complete anesthesia without fear."

DUPLICATING ENGLAND'S ERROR

THAT WE ARE WASTING TRAINED ENGINEERS by drafting them as private soldiers, and are thereby repeating an error made in England early in the war and now bitterly deplored, is asserted in a recent press bulletin by the Engineering Council, a body representative of the chief engineering societies of the United States. This takes the form of an open letter to the Secretaries of War and the Navy and ends with a series of resolutions stating the opinion of the Council that as trained engineers are indispensable in war and in the war-industries, such men of all ages should be enrolled and conserved for technical duties, being ultimately assigned to places in which their special qualifications are needed. The Council offers, "solely," as it says, "in a patriotic spirit of helpfulness," to assist the War and Navy Departments in locating and classifying such men, if its assistance be desired, provided these departments will give the necessary facilities for collecting information about engineers now in the Army and Navy, or whose names are upon the selective draft lists. We read:

"Technical engineers of every branch of the profession who are taking part in the war-activities of the Army and Navy are alarmed at the unfortunate waste of technical training caused by the drafting and enlisting of engineers for regular service with little or no regard for their technical attainments. These technically educated and experienced men are essential to the successful conduct of the war and can not be replaced. There is continuing evidence that America is repeating in some measure England's mistake of sending technical men into the ranks when they should be carefully conserved for special duties in the fighting forces or on the technical staffs of the Army, the Navy, and the essential war-industries.

"These facts have been forced upon the attention of engineers who have been cooperating with the Government through the Naval Consulting Board, the National Research Council, and Engineering Council. Upon these organizations requests have constantly been made for engineers, chemists, and other technical men for a great variety of military services. Thousands of names have thus been furnished to the government departments and bureaus. The Engineering Council especially has devoted attention to this personnel work through its committee, known as the American Engineering Service, which has available classified lists of approximately 25,000 engineers, and, besides, unclassified lists of many more. It is from those lists, directly or indirectly, that most of the names have been selected for war-service.

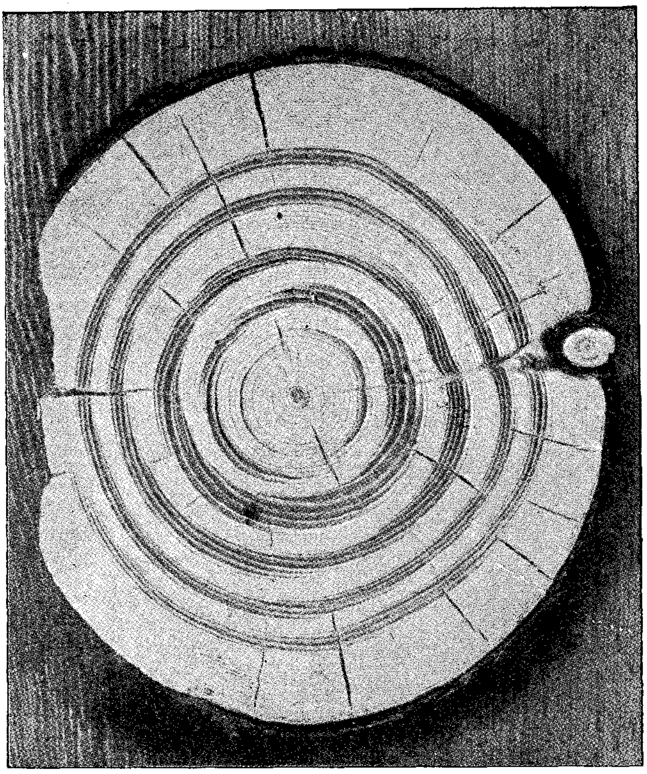
"The Engineering Council was founded by the American Society of Civil Engineers, American Institute of Mining Engineers, American Society of Mechanical Engineers, and American Institute of Electrical Engineers, and other engineering societies are cooperating with it in this service, the total membership represented by these organizations being approximately fifty thousand. Already from *10 to 15 per cent. of the members of these several organizations are in the uniformed services of the country,* and it is safe to say that a large majority of their remaining members are in the government civilian service or otherwise directly or indirectly engaged in the war. Engineers do not seek to avoid fighting, but earnestly desire to be given opportunities for fighting and other services in which they can be most effective and which can not be performed by others.

"It is known that through the Committee on Classification of Personnel in the War-Service Exchange (of the War Department) and some other ways, efforts are being made to counteract the tendencies toward the loss of our technical men in the ranks of the Army and Navy. It is believed, however, that these efforts are insufficient and that they should at once be supplemented by other stringent measures dealing with the subject in the Draft Boards and recruiting stations."

A GYRATING TREE

A SECTION OF AN ALASKAN SPRUCE showing that it twisted completely around five times in its life of eighty-three years was recently brought to this country. How this peculiar incident in its life-history can be read from its own record is thus told by Alice Spencer in *American Forestry* (Washington, June). We read:

"A cross-section of a spruce-tree, recently received from Alaska, shows a most peculiar spiral structure which has caused a great deal of speculation among the various foresters throughout the country. Altho no definite explanation has been offered, a theory has been advanced in regard to its history which is extremely interesting. It is known that a coniferous tree, growing at a slant, forms, on the lower side of the trunk, a dense reddish wood known as *rotholz* [red wood]. As the *rotholz* in this particular specimen is a continuous formation, winding from the center to within half an inch from the circumference, it is surmised that it was growing in an inclined position on the edge of a glacier, where it was caused to rotate so that different radii of the stem were successively on the downward side, thus causing the *rotholz* to intersect the annual rings and, as the tree grew older, forming a spiral. The formation of the *rotholz* apparently began when the tree was six years old, the *rotholz* as well as the tree itself making almost five complete revolutions, requiring from eight to nineteen years for each revolution. The tree was eighty-three years old, as determined by counting the annual rings, and the formation of the *rotholz* ceased about twenty-one years before the tree was cut, which means that the tree must then have assumed a vertical position. We like to believe that this tree foresaw the great world-war and, with the aid of a glacier, it began the peculiar gyrations which proved its fitness for airplane stock. Ten revolutions in ten seconds, with head bent to the knees, at the end of which time he must resume an upright position, is one of the tests given an aviator, but even he will admit that five revolutions in a lifetime is doing well for a tree."

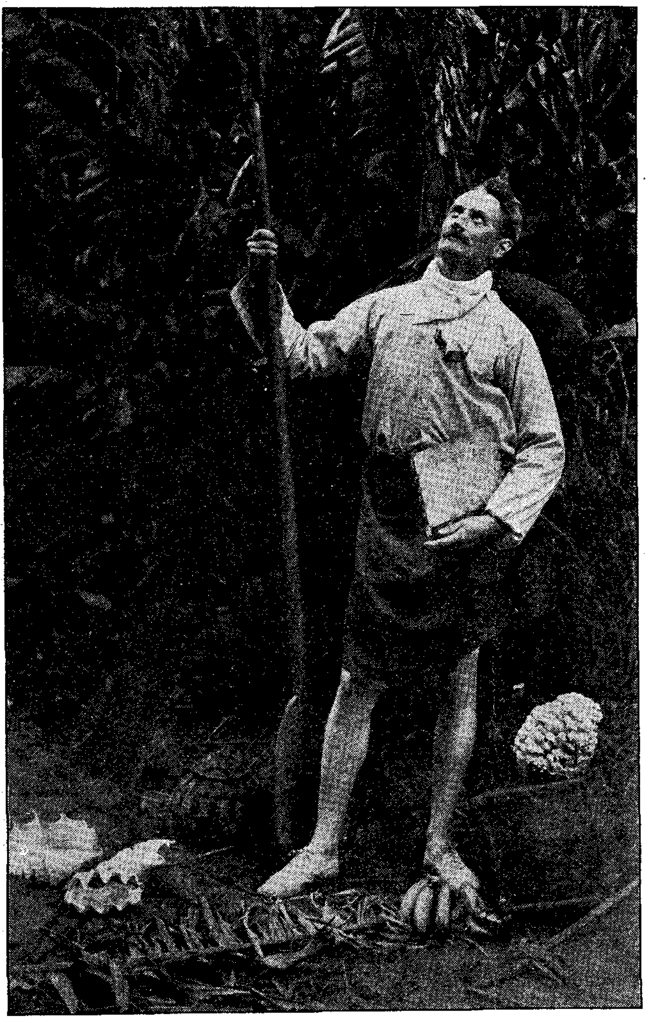


NO, IT IS NOT A BULL'S-EYE—FAR MORE INTERESTING.

Can you imagine a tree making almost five complete revolutions without getting dizzy and falling over? That is what this spruce-tree did, and in the middle of the fifth revolution it resumed an upright position and was still growing when cut, at the age of eighty-three years. It will be noticed that the darker band is a continuous formation, winding from the center to within half an inch from the circumference, crossing the annual rings.

PAINTING THE SEA-FLOOR

THE EYES OF THE CAMERA have looked over the sea-floor and brought back its recorded visions for the movie audience. But not till an intrepid painter took his easel and canvas to the depths themselves have we had the scenes reproduced in paint. Certain fresco-painters have drawn on their imaginations, or depended on the improvised seascapes of the aquarium-tanks, for such scenes, but Mr. Zarh H. Pritchard tells you he has reproduced them to the life. He began his experiments when a boy and competed with other youngsters in the length of time he could stay submersed. Young Pritchard opened his eyes upon the world below and saw "unreal vistas, impossible landscapes, and pages of illustrations from his fairy-books transplanted under water." Then, we are told, he made for himself a pair of water-tight goggles, similar to those worn by the famous pearl-divers of Tahiti, and with these "the young man studied the landscape about him with a clear vision." Mr. Pritchard's work began in England and his first pictures of the sea-floor, made from memory, did not escape ridicule. He moved from England to California, where his predilection for the world of the fishes found easier means of satisfaction. Mr. Robert H. Moulton tells his story in *The Bellman* (Minneapolis), from which we quote:



THE DIVER WHO PAINTS.

Mr. Pritchard, in his diving suit, with goggles hanging from his neck, and his glass plate which holds his drawing-paper, stands here as he usually goes below to paint the wonders of the deep.

"In Santa Barbara, at last, he met a couple of American artists who quickly realized the possibilities in the sketches England had laughed at. They encouraged him to continue in the work, but this Mr. Pritchard was reluctant to do, considering that he had learned his lesson. But his friends lured him into the glass-bottomed boats and showed him the beauties of the warm coast. They told him tales and legends of coral castles, of treasure ships, tales that were wisely chosen to fire his imagination and incite his curiosity. Then, on being told that off the island of Tahiti he would find the most beautiful submarine scenes in all the world, he went there and began his paintings.

"His process at first was comparatively crude. He would go out in his boat with his helpers, find his country with a glass-bottomed box, and descend by means of weights hooked to his waist. Then he would take mental notes of the rock of coral formations, ascend, and paint them. But he was not satisfied. He wanted to discover a way of making his sketches under water—making them so that he could take people down with him and let them see him do it, if necessary.

"After seemingly endless experimenting he discovered a way of making water-proof paper by first soaking extra heavy drawing-paper in coconut-oil and draining off the surplus. This, after it had dried, made a good working surface. He then fastened the paper to a piece of plate glass by means of surgeon's tape, in order that the water might not ooze under the paper and warp it. Finally, he found that the best color mediums were Raffaelli crayons, semisolid oil-paints, especially adapted to submarine paintings.

"Thus he works, clad only in his light bathing-suit and wearing his pearl-diver's goggles, which are bits of cow horn cut and shaped to fit the eyes. The goggles permit a small space of air between the water and the eyes, thereby enabling one to see perfectly under water.

"For sinking himself and his apparatus Mr. Pritchard uses a large piece of coral attached to his belt by means of a hook. Having found, by means of the glass-bottomed boat, the place he desires to sketch, he puts on his diving-glasses, fastens himself to the lump of coral, and, after taking a good breath, lowers himself over the side of his boat. Reaching the bottom, he settles himself upon the lump of coral, which he uses as a seat, and then hastily sketches the scene he has chosen, being able to remain under water from thirty to forty-five seconds, according to the depth and pressure of the water.

"When ready to ascend he unfastens the lump of coral, and floats to the surface. The coral is then drawn up by means of a rope for another descent. After having made several descents in this manner, he completes a sketch and takes sufficient color notes to enable him to finish his picture in his studio at his leisure."

Many have been fascinated by the sight afforded by the glass-bottomed boat at Catalina, but Mr. Pritchard assures all such that they have "only a remote idea of the beauty and grandeur of the underwater world." For—

"Beneath the water is a world completely different from that of the air. It is a territory of quivering light and shade, of a profusion of strange colors, of plants of extreme delicacy and beauty, of sea-creatures gorgeous and mysterious to the eyes. The coloring is all in the lowest keys, merging from deep indigo and purple into the lighter delicate tints of pale greens, grays, and yellows. Rocks and cliffs in the dim light assume an appearance of inconceivable size.

"Many times, the artist says, he has been surprized by what seemed to be rivers flowing between the coral buttes, and would listen for the sound of waters which he felt sure could be heard. But as he approached these rivers he found that they were only clean sand washed down by the action of the tides. In some instances, where the sand had been washed near the top of a pinnacle, with the diffused sunlight upon it the effect is that of a wonderful waterfall. But the most beautiful and bewildering sight of all, he asserts, is a school of fish darting by in a maze of reflected light, making the water quiver and scintillate."

THE AUTHOR "ABOVE THE BATTLE"

THERE HAS BEEN AN IMPRESSION that Romain Rolland was not altogether happy in his aerie "Above the Battle." The impression, confirmed by his long silence, has probably aroused a measure of sympathy, especially among those who admire his "Jean Christophe." Mr. Barrett H. Clark, after having translated Rolland's "The Theater of the People," wrote to him from Headquarters, Camp Humphrey, Va., and quoted his own ingratiating phrase in the preface to a translation of Rolland's book. In this preface Mr. Clark surmises that "the weight of the Great War has for the time being crusht him." And thereby he draws the most jaunty negative from the man who retired from the heat and battle of the day to preserve himself for the work of reconstruction when other men shall have fought and died. His reply to Mr. Clark is, "Crusht! Not in the least, my dear sir," and the recipient gives us the French, which he thinks "delightfully apt": *Nullement écrasé, cher monsieur!* What Rolland's present state really is and what he anticipates as his future function we hear through Mr. Clark in the New York *Times Sunday Magazine:*

"I have never felt so alert and combative as at the present moment. I am merely *gagged!* It is quite impossible now for me to publish my ideas, because they are too liberal. During the last two years of the war I have written an Aristophanic, satirico-poetic comedy on the events of the day called 'L'Âne de Buridan.' I am writing two novels, likewise inspired by present-day events and dealing with characters of the epoch. One is a 'novel of meditation' entitled 'One Against All.' Many Swiss papers have published extracts from it, tho it is not yet complete. The other is a novel of youthful love.

"Add to these a Rabelaisian novel, the hero of which, a native of Burgundy, like myself, gives his name to the book: 'Colas Brugnon.' This is finished, and was even printed in July, 1914; it awaits publication in the office of Ollendorff, my Paris publisher, at the end of the war, for I am loath to have its gaiety made public amid the sorrows of the present time. And, finally, I am writing numerous literary and philosophical articles, as well as essays on current events. These appear in the Swiss magazines—which do not reach America. Whatever the value of these various efforts, you will agree, when you read them, that the war has not in the least deprest me. On the contrary, my ideas differ from those current nowadays, but that does not bother me. I am only the freer to judge all things, and freedom of soul is dearer to me than happiness itself.

"It is true that to-day I care much more than I did ten years ago for Voltaire (the Voltaire of the 'Contes Philosophiques') and for Erasmus and Montaigne. But not because of their skepticism (you speak of 'a touch of skepticism'); their free and open irony furnishes me with a weapon against prejudice, convention, and the idols of society. I feel that that combat must be fought again to-day.

"I authorize you to make use of the explanations in this letter if you deem them interesting or useful.

"Yours, etc.,

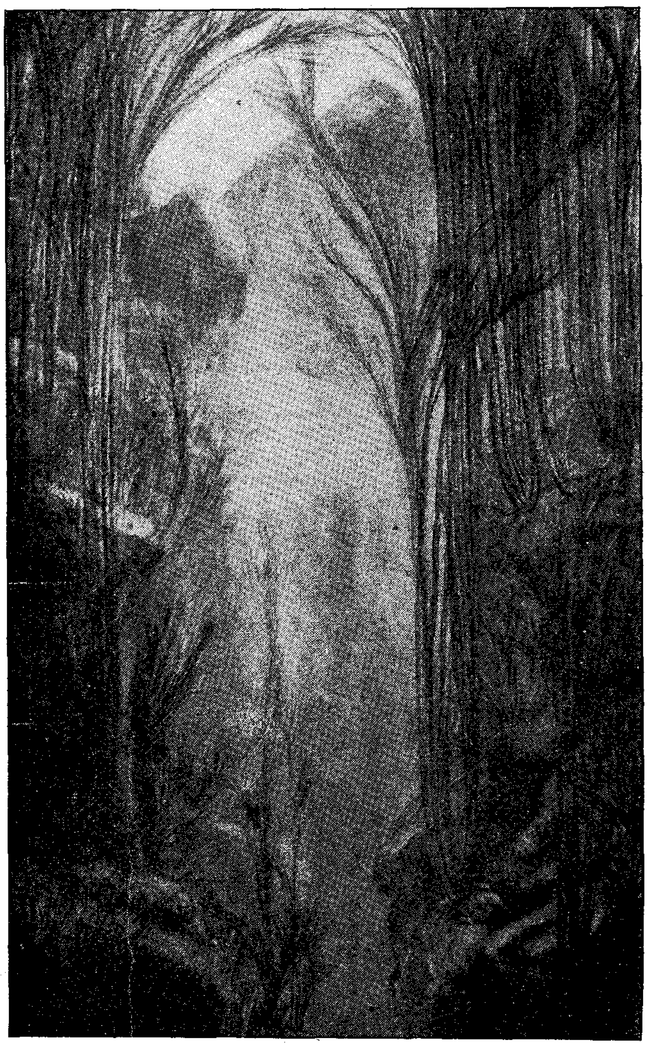
ROMAIN ROLLAND."

In addition, Mr. Clark passes on to us a "note" that Mr. Rolland attached to a page of his manuscript before returning it to him:

"The only play I have written since 'The Fourteenth of July' (with the exception of the Aristophanic comedy elsewhere referred to) is 'Le Temps Viendra.' It is to be reprinted . . . after the war. The problems with which it is concerned [it was laid in South Africa during the Boer War] have once again assumed an air of actuality; and if I have not reprinted it during the past few years . . . it is because I wished to prevent the various 'parties' making use of a work written ten years before the present war as a polemic weapon. It was directed (as I state in the preface) not against one particular European nation, but against the whole of European civilization."

THE ENLARGING CHOIR OF THE DEAD

THE MILLS OF WAR GRIND ON, unmindful of the grist that comes to them. It would seem tho that they have a fondness for young poets. Last October 27 we reprinted the list made by Mr. Walter Graham, of Western Reserve University, of those who had gone over to the majority through the war's lightning-strokes. There were the names of Rupert Brooke, Julian Grenfell, A. J. Stewart, Charles Hamilton Sorley, Robert Sterling, H. Rex Freston, Alex. G. Cowie, A. V. Ratcliffe, Brian Brooke, W. N. Hodgson, Leslie Coulson—all young English poets, and our own Alan Seeger, who stands for us with the first and best of these. The Boston *Transcript* now prints an extension of the list, also compiled by Mr. Graham. Some of these met their fate before the date of our earlier publication, but some kinds of information travel slowly in these days; and one or two, like E. Wyndham Tennant and Arthur St. Clair Tisdall, were added to the former list. Of some, Mr. Graham furnishes us interesting details:



Pictures by courtesy of "The Bellman," Minneapolis.

CORAL FORMATION OF TAHITI,

Painted by Mr. Pritchard from observations beneath the waves.

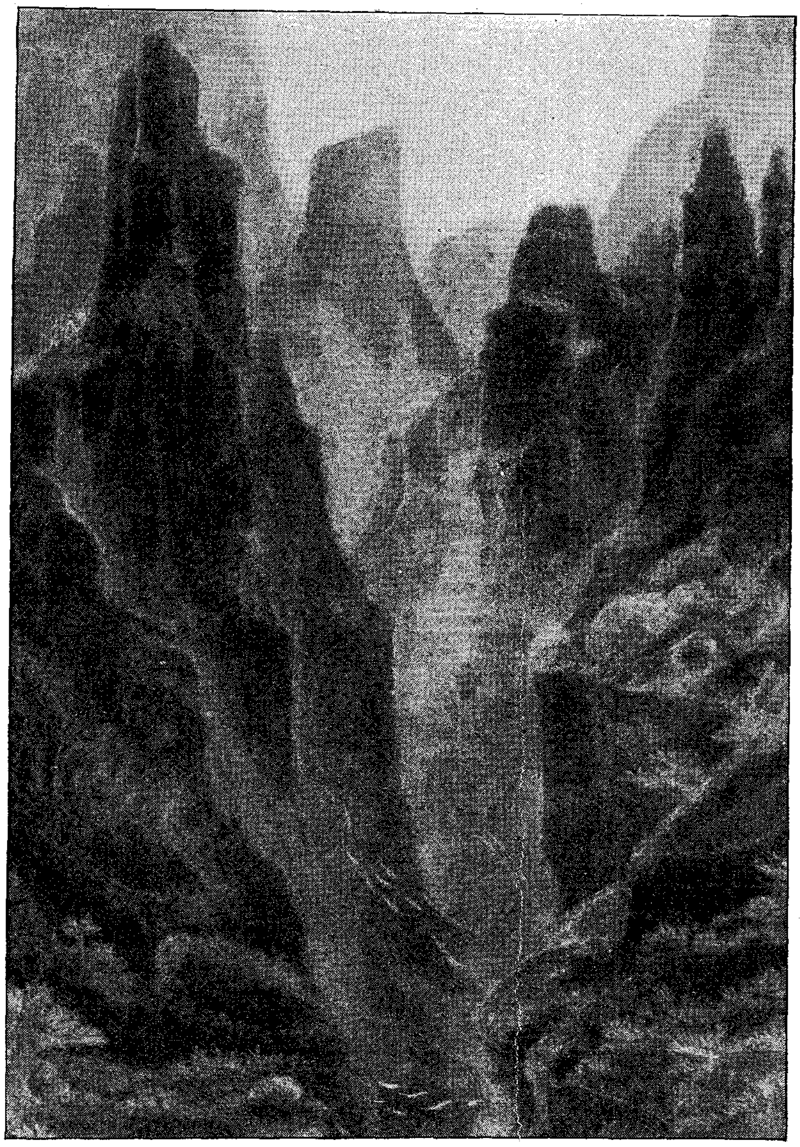
"Second Lieut. Robert E. Vernède died April 9, 1917, of wounds received in the fighting at Havricourt Wood, where he was leading a charge. He had some success as a poet in his school days, but then turned to prose and became a novelist of note. He had settled down to the quiet life of an author in a picturesque home in Herefordshire, when the war called him away to fight for his beloved England. Again his poetic instinct was awakened, and the finest verses that he wrote were these later lines, in direct response to the experiences of war. 'The Petition,' a noble expression of his love for England, is worthy of the patriotic pen of Rupert Brooke, while 'To Our Fallen' and 'The Day' are among the most rememberable poems of the war. His work was recently edited with an introduction by Edmund Gosse.

"John William Streets, a Derbyshire miner and a poet who had attracted some notice before the war, was officially reported killed May 1, 1917. Practically all his late poems gave utterance to the heroic determination of a soldier facing inevitable death, and the glory of Youth's sacrifice was his major theme. 'The Undying Splendor,' a volume published after his death, contains his most vivid and appealing work.

"Richard Dennys, who fell at the Somme, July, 1916, in his thirty-second year, was working with Gordon Craig at his school for the improvement of the art of the theater at Florence when the war called him to greater service. 'There Is No Death,' the title of his posthumous volume of poems, indicates the spirit of his work both as soldier and poet. His unforgettable lines,

My day was happy, and perchance
The coming night is full of stars,

are now well known.



MOUNTAINS AND VALLEYS UNDER THE OCEAN.

Mr. Zarh Pritchard chooses by preference such abodes of small fishes, for they are thus proved apt to be free from sharks, octopi, and sword-fish, no desirable companions of a sketching-trip to Davy Jones's kingdom.

"The cause of English letters has suffered few greater individual losses on account of the war than in the person of Edward Thomas. He is better remembered for his criticism than his poetry, perhaps, altho the latter has been praised by such men as Thomas Seccombe and Ernest Rhys. Thomas was a tireless itinerant, a keen reviewer of his contemporaries, as well as a poet and soldier. He will be long remembered as a lover of Wales and its traditions. He was killed at Arras on Easter Monday, 1917.

"E. A. Mackintosh, a lieutenant in the Seaforth Highlanders, whose beautiful lines, 'To My Sister,' were strangely prophetic of his death, was one of the best of the young British poets of his time. His war-verse was published under the title, 'A Highlander Regiment,' shortly after his death in action on November 21, of last year.

"E. Wyndham Tennant, author of 'Worple Flit,' wrote nearly all his poetry in the last few months of his short life, among grim environs of Flanders trenches. 'Light after Darkness' is the most representative in spirit, but nearly all his poems have a flowerlike grace that contrasts curiously with the scenes in which they were penned. Tennant fell fighting in September, 1915.

"Alexander Robertson, killed July 1, 1916, was one of those scholar-soldiers who crowned a brilliant academic career by giving his life for his country. Altho he was a lecturer at Sheffield University when the war began, the spell of Oxford is shown everywhere in his poems, which appeared recently in a slender volume entitled 'Comrades.'

"Bernard Charles de B. White, author of 'Remembrance, and Other Verses,' showed something of his French ancestry in his English poems. Altho he lived in England, he was a direct descendant of Louis XVI.'s surgeon; so it was with more than English feeling that he crossed the Channel to fight in the land of his fathers. He met death in action with the 20th Northumberland Fusiliers, July 1, 1916.

"Robert Harold Beckh was a young scholar of Jesus College, Cambridge, who hoped to devote his life to the service of the Church in India, but was called to die in France, August 15, 1916. His 'Swallows in Storm and Sunlight,' published last year, shows the fluent and graceful talent he possest.

"The poems of Gilbert Waterhouse, altho often meagerly inspired, usually show deft workmanship. 'Railhead,' the title of his small book of verses, indicates, however, the chief interest his work holds for us. He excelled himself in these happily conceived little cameos of soldier-life. Waterhouse, a lieutenant in an Essex regiment, was reported missing July 1, 1916.

"Youthful idealism, in contact with the gruesome realities of war, is found abundantly in the 'Sunrise Dreams' of Eric Fitzwater Wilkinson, who fell at Vimy Ridge, April 9, 1917.

"Gareth Marsh Stanton made the great sacrifice when he had been in the service but ten days. Consequently, he had little opportunity to give 'trench poetry' to the world. But he is a splendid example of high talent in the art of verse prematurely cut off; and his single volume 'Verse and Vignettes,' is another sad legacy to England from the singers she has lost.

"Lieut.-Col. John McCrea, who died last winter at Boulogne, was chief medical officer of a Canadian brigade. He distinguished himself by writing one of the most appealing bits of war-poetry that has appeared. 'In Flanders Fields' is now known to half the English-speaking world, and has been translated into a score of languages."

There is a list of men admitted into the *arcana* of poetry, for the reason, surmises Mr. Graham, that they have made the supreme sacrifice. Not so Francis Ledwidge, whom we have treated before:

"Other not so well-known writers of poetry . . . are Capt. Eugene Crombie, killed in November, 1916, at the age of twenty; Sergeant Frank S. Brown, son of an Ontario clergyman, who died February 3, 1915, during his first day in the trenches; Capt. C. E. A. Philipps, of the Royal Horse Guards, killed in action near Ypres, May 13, 1915; Lieut. Henry William Hutchinson, March 13, 1917, aged only nineteen; Bernard Pitt, April 30, 1916; J. C. Tuckey, August 31, 1916; Capt. Robert Palmer, January 21, 1916; C. W. Winterbotham, August 27, 1916; G. W. Grenfell, July 30, 1915; Maj. W. H. Littlejohn, April 10, 1917; Capt. George V. Robins, May 5, 1915; Flight Lieut. Frank Lewis, August 21, 1917; Lieut. T. M. Kettle; Lieut. Francis St. Vincent Morris; Capt. Arthur Scott Craven; H. L. Field; Arthur W. St. Clair Tisdall; Capt. Charles J. B. Masefield (cousin of the poet, John), July, 1917, and our American, Cyril Morton Horne, who died in action, July 27, 1916."

THE LATEST ENGLISH BOOK ON AMERICA

IT MIGHT SEEM UNGRACIOUS, with Sir Frederick E. Smith writing a book about America, to remember Mrs. Trollope so far back as 1830, or any of the intermediate writers on the same theme. Mrs. Trollope rapped our knuckles so smartly then that we always, automatically, sit up when a new book about us comes from England. Mention of Sir Frederick's predecessors in the same breath with him only brings out the fact that international social comity has its ups and downs. Just now we are delighted that it is very high up between England and ourselves, tho we might perhaps wonder if books like Sir Frederick's tell us any more real truth about ourselves than the others that didn't flatter us so much. We have never been averse to telling what we thought about England after our visits there. The Attorney-General of Great Britain, who made a lightning tour of the United States last winter for propaganda purposes, of course has written his book. The tour was "unequaled in 'hustling' even by the American orator," says a writer in the London *Outlook*, and the resultant book is viewed as "a kind of parody of the normal records of the globe-trotter." We are warned that the book isn't literature; that Sir Frederick never attempted to make of it such a thing, but contented himself with "attempting imitation of literature." The case *The Outlook* makes out is one distinctly in Sir Frederick's favor as a susceptible student of modern literature. It describes his moods on tour as "various and changing, each suitable to the occasion." When crossing the Atlantic he seemed to suffer an obsession of Hall Caine:

> "He evidently asked himself, 'How would (say) Mr. Hall Caine write of the voyage?' and he writes excellently, in the style of Mr. Hall Caine. So the reader is surprized and gratified with allusions to 'our own vessel plowing a majestic course through the purple sea,' and destroyers 'puissant symbols of the ancient sea-power of Great Britain,' and airships 'adding their friendly solicitude.' But arriving in America he realizes that the Hall Caine period has passed and that of the chatty personal paragraph has begun. So we read of pleasant little suppers with Miss Elsie Janis and her mama, at New York, and again at Cleveland; of supper with Miss Maxine Elliott at the 'Cocoanut Grove,' where there were beautiful Spanish dancing, much general gaiety, and very little atmosphere of war; or of the filling up of an evening at Chicago before the train starts at some incredibly early hour of the morning. 'Morrison's Supper Café' is the scene. 'All the tables were arranged in semicircular tiers, rising to a height of perhaps twenty feet. In the center was a stage, on which a very fair musical entertainment was in progress. Occasionally the professionals deserted the stage, which had no barrier separating it from the guests, and the latter were allowed with their friends to dance on the abandoned platform. It was rather a pretty scene.' Later, however, the train still being remote, the Attorney-General is found in less attractive surroundings. 'I was finally seen fast asleep on a bench between two people who were speaking German and eating oranges. Four children surrounded us. So away at 3:30.'"

Canada reminds the patriotic Britisher sharply of the Empire and of Mr. Kipling, so it was easy and inevitable to shift to that vein:

> "'We took leave with great regret of this kindly household which, like poor Rupert Brooke's sleeping-place, "is forever England."' Sir Frederick recognizes liberally also the pleasure of acknowledging an always lavish hospitality. Sometimes the acknowledgment is indirect, as of Mr. Meredith, Vice-Consul at Chicago. 'Should these lines ever meet his honest eyes, let them convey to him the message that there is a humble home in London,' etc. Sometimes the approach is direct. 'I salute you, Samuel Insull, true and proved friend of England, across three thousand miles of ocean,' etc. But in either case it is liberal, warm, and adequate.
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> "He is never tired. He is never ruffled. He is adequate to all occasions. The record gives an impression of inextinguishable vitality. He makes speeches all the day and plays auction bridge all the night. He may have enjoyed the tour. He certainly enjoyed writing about it. He turns on all the stops, with amazing facility: the eloquent, the patriotic, the pathetic, the imperial, the literary. The book is alternately rhetorical, sententious, chatty, commonplace, brilliant, epigrammatic; now filled with personal paragraphs, now with Latin 'tags' and familiar quotations. One applauds the audacity of it all. Sometimes the Attorney-General is talking about the Allies, 'which had almost sobbed out their man-power in the common cause.' Sometimes he is calling our airmen the 'D'Artagnans of the Air.' Again he is discoursing of progress, 'a long and bloody road of which the mile-stones are graves.' Again he is moralizing on the impending fate of too ardent youth, 'face to face with so much radiant youth, in a season so melancholy.' Such natural tears as here are shed are, however, dried soon; and he is discoursing with good humor on the impending fate of a 'dry' America, which caused his secretaries in their travels much inconvenience; or relating how he was twice blown down by the blizzard in Chicago, on his way to the Turkish bath; or explaining how he played lawn tennis. . . . . .

SIR F. E. SMITH.

Our British visitor whose zest in life was not cooled by the severest of our last winter's weather.

> "Blizzards, interrupted communications, continued traveling which exhausted the body, interviews, innumerable speeches never exhausted his zest in life. At St. Louis (and this was a typical day) he arrives at 8 A.M.; visits the courts and hears (from the Bench) a naturalization case; participates in an improvised picnic promoted by a party of judges and lawyers in 'a fleet of motors' to the 'Log Cabin Club'; plays golf over snow-covered links; visits the County Club, 'whose members boast that they possess the greatest artist in the United States in the manufacture of cocktails'; is entertained to dinner by the Bar Association and speaks for forty-five minutes; shakes hands afterward with all the guests; and ends in the following manner a perfect day:
>
> "'We stayed talking and saying good-by until 11:30. Fordyce, who is the kindest of men, observing with justice that it was always too early to go to bed, took us in a motor-car to Mr. and Mrs. Kaufmann's, where we played bridge until 2:30.'"

RELIGION-AND-SOCIAL-SERVICE

AS A NATION THINKETH

GERMANY HAS TAUGHT US that it makes all the difference in the world what a man believes. By doing so this nation has knocked in the head forever, thinks *The Christian Work* (New York), the oft-quoted maxim, "It makes no difference what a man believes; only his actions count." The Germans have shown with cruel plainness that "a man will act as he believes, that his deeds are direct expression of his faith." The kind of god that they profess to worship is cited as the direct certification of their acts of cruelty. This is often pointed out, and the writer in *The Christian Work*, probably Dr. Frederick Lynch, again calls attention to the fact that the Kaiser's God is only a "magnified Kaiser"—"more like Thor, with his hammer smashing up the universe, than the gentle Father of Jesus Christ." The result is natural:

> "During the whole four years of the war the Germans have lived this faith. They have acted just as people will, must, always act who hold this faith. They have been hard, cruel, relentless, merciless, and as savage as their gods. Power, might, the achievement of ends regardless of moral distinctions have actuated every action of the nation. Revenge has been as bread of life to them because their god practises revenge. Militarism is their creed because their god is a god of war. Power is their one ideal because God is power, not love. Never has there been a more perfect illustration of the absolute power of a belief over action; as a man believes so will he act.
>
> "'It makes no difference what one believes.' Every act of the German nation since the war began and including its inception has been the most direct expression of a creed, a creed that has always produced just exactly the kind of action in which Germany indulges. This creed has just been published by the New York Peace Society in a pamphlet called 'The Creed of the Huns,' entirely in words quoted from Germans themselves, even the title. (It should be remembered that it was the Kaiser himself who first designated the German soldiers as 'Huns' in his famous speech to the Army sent to punish the Chinese at the time of the Boxer rebellion.) Prof. Charles H. Levermore has summed up these various German utterances, coming from such men as Frederick the Great, von Clausewitz, William II., Moltke, Treitschke, Lasson, Bernhardi, Bethmann-Hollweg, and the War-Book of the German General Staff, in the following sentence:
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> "'*Article Second.*—The state possesses unlimited sovereignty, and is not subject to the moral restraints that should govern the conduct of individuals; therefore, in warfare any barbarity which is thought to promote or insure the assumptions of aggressive power is permissible and justifiable.'
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> "This doctrine, exprest perhaps even more epigrammatically by Prince von Bülow in a speech in the Reichstag, 'For Germany right can never be a determining consideration,' has been instilled into the German people from the kindergarten up. It is the creed of militarism, and military training in Germany is directed to the mind as much as to the legs. For four years now we have seen a great people the willing tools of such crimes and barbarities as the world has never known: the invasion and raping of Belgium, with cruelties piled upon cruelties; the invasion and wanton devastation of northern France; the introduction of the most hellish devices into warfare, such as gases and burning oils; the sinking of ships full of non-combatants and women and children, and manifestations of satanic glee over their fate (medals were struck over the drowning of women and children and distributed all over Germany); the practise of piracy upon the high seas, sinking ships of neutrals in all directions and all places so that no ship of any nation is safe anywhere in the world; the dropping of bombs on children playing on the beach; the deportation of civilians of Belgium and France as slaves into Germany as the old heathen nations used to make slaves of all whom they conquered; the spying upon everybody in all nations; while guests of nations secretly plotting to destroy them; attempting to stir up strife between friendly nations that Germany might profit by their quarrel; finally, the almost unbelievable, deliberate sinking of hospital ships; the practise of any kind of crime as a nation; the lack of any conscience; the inability any longer to distinguish between right and wrong; the indifference to the judgment of the whole world; the calm, purposeful descent to the level of the wild boar, goring his way to his prey. Every civilized man has been wondering and asking, How can any nation sink to the level to which Germany has sunk, do the unutterable things that with her have become a daily habit? The answer is written across the skies: Hold such a creed as the Germans hold and you will do the things the Germans do."

If this is thought to be unjust to Germany the writer asks why other nations, professing another creed, act otherwise:

> "Can you conceive America sinking to the level of originating a world-war of plunder and carrying it on as beasts and devils? No, because our creed is that a nation is bound to live in the world just exactly as a Christian gentleman lives in his city. As a nation's creed, so will its acts always be."

With the death of this fallacy of the non-importance of belief goes the one that "education affects the disposition, will, and conduct." The Germans again prove the contrary:

> "In the strict and technical sense of the word the Germans are the most highly educated people in the world. Germany bristles with universities just as it bristles with forts. The graduates fill the land. Schools and technical institutes abound. Her scientists and scholars were renowned the world over. The war found thousands of chemists and machinists ready to invent every mechanical device imaginable. Thousands of her young men had been trained to business, commerce, and industry.
>
> "Education and omniscience were the boast of Germany, *Kultur* and efficiency her pride. And all were powerless to prevent Germany from committing the great apostasy of history, the great betrayal of the ages, and making her forever the Judas among nations, the Nero among empires, the Machiavelli among states. Apparently all her education has had no power whatever to direct her ideals toward the things of the spirit, had no power to illumine her conscience in the least, had no power to awaken in her any moral sense. The most highly educated men in Germany have lauded her selfish intentions, justified all her crimes, and been her apologists to the other nations.
>
> "Educated Germany has equaled ignorant Turkey in every regard during this war. Indeed, there is some reason to believe that the initiative of everything that Turkey has done came from Germany. But all this has exploded forever the old theory that education without religion determines conduct. It seemingly, if we can judge from Germany, but puts more powerful tools into the hands of evil men. There is a great lesson for all of us here."

"YOU MUST COME ACROSS"—With this slang as a slogan the Y. M. C. A. is seeking its three thousand men in the country at large and one thousand in New York City. The drive is for middle-aged men to go to France to stand by their sons and younger brothers. Any one who wonders about his own fitness should scan this table, issued by the Y. M. C. A. *News Service* to see if he is classified here:

> "About six hundred secretaries, whose duties would be to take charge of the huts or small hotels, stores, canteen service, and to mingle with our American boys, tending to their wants and generally helping to meet their needs and keep up their spirits.
>
> "About one hundred men to act as athletic directors, play-leaders, generally taking charge of entertainments.
>
> "About one hundred as clerks and assistants in the routine

work at the various headquarters, warehouses, and supply-depots.

"About one hundred men who are able to act as chauffeurs in transportation of supplies."

To those who are willing to volunteer for service overseas in any of the above capacities the following facts will be of interest:

"1. No one should volunteer who is within the draft age, whether or not rejected by the military authorities.

"2. The only necessary qualification is that men should be honest, clean, and wholesome in thought and habit.

"3. The period for which volunteers are sought is preferably one year, but six months' service will be accepted.

"4. After volunteers are accepted, a short period of training is given in this country to equip them for their work.

"5. An allowance is made to each volunteer sufficient to cover all general living expenses while abroad, together with transportation over and back.

"6. Where volunteers are now supporting their families at home a reasonable but limited allowance will be made for the support of such family, if necessary.

"7. Volunteers will be furnished with regular uniform, similar to that worn by the Army, and a cap designating Y. M. C. A. service.

"8. The War Department regulations now permit the wearing of the same service stripes to show the length of foreign service in the Y. M. C. A. and Red Cross as in the regular Army.

"For further information, volunteers should communicate with Mr. Edgar Pouch, Y. M. C. A. Headquarters, 347 Madison Avenue, New York City."

PRESBYTERIAN SELF-DOUBTS

PRESBYTERIANS ARE DISQUIETED over what seems to be "some defection which has injured and hindered the Church." Their rate of growth, so *The Presbyterian* (Philadelphia) notes, has not only fallen "far behind" sister denominations, such as the Lutherans, Baptists, and Methodists, but they have also not sustained their former rate of increase. Their Church can show many distinct advantages, being "loyal to the Bible," evangelical, "well balanced in her character," "soundly intellectual," "not quickly emotional," "rationally esthetic," "severely practical," with members taking leading positions in the life of the nation, "thoroughly catholic," devoted to education; and yet, with such a character and history, things seem to have been going wrong. The constant agitation of organic union, the writer here thinks, "tends to give the feeling that the Church doubts her specific mission and fears her own exhaustion, and therefore seeks affiliation of strength and security." *The Presbyterian* is dubious:

"No body seemingly so regarding itself can be attractive. After the Presbyterian Church is through with her present efforts at organic union, it might be wise to wait for propositions rather than to make them. The fine balance has been marred. There has been a tendency to minimize faith and conviction of the truth, and to put in its place mere emotion and activity. There is now a tendency to magnify the physical interests of men over the intellectual and spiritual life. There has also been an increase of the formal over the simple in our mode of worship, and in some cases it has become cold and mechanical. Our position of marked influence is still maintained. In certain parts and congregations of the Church, catholicity has gone to seed, and been carried to the extreme, and they are fellowshiping with those who deny the Bible, and the Deity, and Divine work and teachings of our Lord. We have very greatly weakened our emphasis and value of Christian education. We still have a number of Christian colleges, but they are poorly supported, and our people are inclined to send their youth to State or non-evangelical institutions, with the result that they return unbelievers, and are lost to the Church. Our family life has been very greatly reduced and neglected, causing a decrease of the growth of the Church from within itself. We are still the leading evangelistic Church, but some methods have been introduced which weaken reverence and the fear of God, and as a result the new communicants go out of the back door nearly as fast as they come in at the front door. Moreover, large emphasis on mass-meetings has chilled our enthusiasm and activity in personal work. Our greatest defection is in the seminaries. We have some thoroughly loyal seminaries, but the Church has never given the full acknowledgment due them, but has subjected them to the same investigations as the less faithful ones. Some of our seminaries give out German poison-gas, and the Church has not restrained them. The Church is still outspoken in her loyalty to the Bible, but some of these seminaries seek its destruction, and the Church acquiesces in silence. Some seminaries send their men out without proper homiletic training, and they fail to bring the truth within the reach of the people. As a result, they weaken their own service. Until these defections are corrected, the Church can not reach her full vigor."

GERMAN INTEREST IN THE SACRED HEART

A CERTAIN QUIZZICAL INTEREST seems to be taken by the *Frankfurter Zeitung* in the religious propriety of a recent French proposal to place upon the national banner the symbol of the Sacred Heart of Jesus. Of course, the proposal got no further than the little group of Catholics making it, and even the bishops of the Church are said to have held aloof. Some, indeed, exprest themselves clearly against the proposal, and to the same end gave publication to a Papal teaching which had been communicated to the French cardinals concerning the matter. All this, according to the Frankfort paper, did not prevent some Catholics from undertaking it again. In relation to this there came a letter, which the German observer regards noteworthy in more than one respect—

"It was written by the French Jesuit Cardinal Billot, who lives in Rome, and sent to Julien de Narfon, an editor of the *Figaro*, who is interested in ecclesiastical politics. In order to understand the opinion of the Cardinal, one must preface that the effort to make the French flag the flag of Christendom by the device of imprinting upon it the heart of Jesus, and further to give the impression that the foes of France are outside of Christendom, relates itself to certain so-called 'revelations' not recognized at all by the spiritual lords. These 'revelations' came to a Mademoiselle Claire Ferchaud, and these connect themselves again with an alleged mission of the Sacred Heart, which went to 'Saint' Margarete-Maria for the benefit of Louis XIV. The Cardinal states his feelings in his letter from Rome, as follows:

"'You ask me for my opinion concerning the alleged promises according to which the material greatness of France would be the result of the literal fulfilment of a wish exprest by the blessed Margarete-Maria to the effect that the picture of the sacred heart of Jesus be imprest officially upon the weapons and painted on the banner. Above all, a prior question must be asked: "The revelations of the blessed Margarete-Maria in relation to France (or rather to Louis XIV.)—did they really come from God?" One may well doubt this when on the one side he thinks of the haughtiness of Louis XIV., of his insatiable ambition, his wars for booty, and his so haughty and aggressive attitude with respect to the Church, and so on; while on the other side one may think of such directions as these: "Make the eldest son of my Sacred Heart to realize that my heart rules in his palace, that it desires to be painted upon his banners, in order to make them victorious over his foes, to cast down these rude and haughty chiefs, and to make him triumph over all the foes of the Church." Couldn't one suppose that this was the speech of a Charlemagne or a St. Louis, and that the foes of the great king were also the foes of the Church? Is it not a very great rarity, in this setting forth of the Sacred Heart, that the haughty and prideful chiefs were to be cast down by a still haughtier and more prideful one?'"

After the Cardinal has reminded the people that the Church never assumes the task of vouching for the divine origin of so-called revelations of the blessed or the saints, he goes on to show that the summoning of the Sacred-Heart power in favor of a land which in religious needs is so little concordant and from the

Church's standpoint is so doubtful as is France in the modern day is as empty a process as a fantom. But, he continues, the very thought of imprinting the national flag with the symbol of the Sacred Heart is at once to be rejected.

> "'This banner is, to be sure, not only a flag in time of peace, but also a war-banner. And why should not the Germans, for example, think themselves justified in imprinting upon their flag what we put upon ours? In that case that Heart, so worthy of receiving petitions, in which all men should find themselves united in a common love, would then lead the French in their destruction of the Germans and the Germans in their destruction of the French. Is that seemly?'
>
> "The Cardinal comes then to what he speaks of as 'a new form of the preaching of the millennial kingdom,' to which that veneration of the Sacred Heart leads, which springs out of 'these assurances of triumph over our foes, this might which casts the haughty chiefs of the great under our feet. . . . Surely this is not what the teaching of the past seems to indicate. It is not the protection which the Sacred Heart gave to a Louis XVI., a Garcia Moreno, or to the heroes of the Vendée. Fantoms, mere fantoms, are they, which deceive the faithful respecting the purpose of a noble prayer, which lead away entirely from the achievement and union of superearthly virtues and the life that is to come.'
>
> "But from the standpoint of these remarks, what shall be said of Monseigneur Baubrillart, who now on account of his nationalist churchliness would be chosen a member of the Academy? Perhaps to him will come the unwelcome thought that the 'immortality' which is recognized by him has nothing at all in common with the saintliness which the Church preaches. And, we may add, he is not by any means the only one by whom the admonition of Cardinal Billot may be taken to heart."

MORMONS IN THE WAR

DUTY IN THE PRESENT CRISIS is one of the requirements of religious profession in the Church of the Latter Day Saints. Elder James E. Talmage is quoted in the official church paper, *The Deseret Evening News* (Salt Lake City), as showing how "Utah's fame for patriotic service in the great world-war has spread far and wide." The Government at the close of 1917 asked of Utah 872 men as the proportionate quota based on population, and Utah responded with 4,831. For Liberty-Loan purchases, Red-Cross donations, and other subscriptions, Utah's apportionment was $17,100,000, but her contribution up to December 31 last was $26,291,000. In the spring Liberty-Loan drive it exceeded its quota by nearly two million and its Red-Cross apportionment by nearly double the required quota. All classes of citizens are reported "working shoulder to shoulder without distinction as to former nationality or present creed." To illustrate "the earnestness with which the members of the Church of Jesus Christ of Latter Day Saints regard their duty," Elder Talmage cited that—

> "In addition to the liberal contributions of the members as individuals, the Church as a body had devoted half a million dollars to Liberty-bond purchases, this action being authorized by vote of the people in conference assembled; and he pointed to the recent voluntary action of the Relief Society in turning over to the National Food Administration the great stores of wheat which had accumulated as a surplus above current requirements during the years of plenty."

The particular concern of Mormonism in the present war, declares Dr. Talmage, is in the obstacle that autocracy sets up to its missionary enterprises:

> "The fearful war forced upon liberty-loving peoples is a belated attempt on the part of Lucifer to try anew the issue on which he was defeated in the primeval world, as the Scriptures attest. His plan of compulsion, by which every soul would be bereft of his individual agency, was rejected in the council of the heavens, and the plan of liberty and individual freedom was adopted with Jesus Christ as the chosen and foreordained Redeemer of the race. The decision brought war, and Lucifer and his hordes were cast out of heaven. Now, in these last days, that same Lucifer, or Satan, as he is now known, is operating through those who are ready to do his bidding, to rivet the shackles of monarchical despotism upon mankind.
>
> "Autocracy is the form of government that prevails in hell; and individual freedom is the basal principle of the gospel of Jesus Christ. Any man who seeks to enforce unrighteous dominion upon his fellows is the devil's own agent.
>
> "Citizenship in the Kingdom of God is offered to all men on equal terms, for truly God is no respecter of persons. The Church proclaims this fundamental tenet in her Article of Faith: 'We believe that through the atonement of Christ all mankind may be saved by obedience to the laws and ordinances of the gospel.'
>
> "Obedience to righteous law is an essential to true liberty. That liberty, falsely so called, which regards not the rights of others is but evil license for selfish dominion with all its attendant abominations.
>
> "Our missionary elders have time and again been imprisoned in Germany, and others have been forcibly banished from the Empire of boasted *Kultur* because they bore the message of freedom and individual agency. Formerly they went into that land with only the Scriptures and their own testimony of the truth as weapons in the conflict with sin. Now many of those selfsame men are on their way back wearing the uniform of the nation, and with Browning guns as their instruments of persuasion.
>
> "The Book of Mormon, which is veritably a sacred Scripture, records the predictions of prophets who spoke centuries before the Christian era, foretelling the establishment upon this, the American continent, of an enduring nation, whose government should be that of the people, free from monarchical tyranny. The discovery of America by Columbus, the development of a great nation, the war of independence, and the assured establishment of a real democracy are set forth under the seal of prophetic utterance.
>
> "We hold that the Declaration of Independence and the Constitution of the United States are inspired documents, veritably scriptures of the nation, framed by men under divine direction, men specifically empowered and raised up for this high mission; and that these charters of liberty constitute a pattern after which the governments of the nations shall be shaped. Thus shall be fulfilled, in part at least, the prophecy of the ancient revelator, that out of this land, which in solemn truth is the land of Zion, shall go forth the law of the Lord unto the world at large."

Dr. Talmage points out that the prophets of his faith had foretold the world-war, and its imminence was believed in spite of the declarations of "some of the world's great men, leaders in scholarship and thought," that "another great war upon this earth was impossible, for the interests of the nations had become so closely knit that the very thought of a deadly and destructive struggle was untenable":

> "The present world-conflict was predicted by both ancient and modern prophets. Joseph Smith, voicing the word of God, told of the imminent outpouring of war upon all nations, wisdom of the world's wise men to the contrary notwithstanding. We err, however, in ascribing such atrocities as mark every passing day to the direct will of God. These frightful conditions exist not as the fruitage of God's will and purpose, but as the result of the misuse of agency, which is the Divine birthright of humanity. The omnipotence of God will be vindicated in the bringing of eventual good out of this passing evil, terrible tho present conditions are.
>
> "The world is preparing for the consummation of the ages, which is the second coming of Christ. It is wise to be on guard against spurious prognostications as to the precise time of the great event, for, as the Scriptures affirm, this shall not be revealed even to the angels in heaven; but every day witnesses the ripening of the specified signs into actualities. The conditions set forth by Christ and his apostles as characteristic of the day of his coming are being realized with the exactness of detailed fulfilment.
>
> "Never has a nation drawn its sword with purer purpose than that for which America is now contending. The eventual outcome is assured by prophecy; but whether the victory so much to be desired shall be attained soon, or be deferred until after yet bloodier sacrifices have been exacted, depends upon the wholehearted or indifferent response to the world's cry for aid.
>
> "'Mormonism' holds that right shall yet triumph, tyranny be overthrown, and the liberties of mankind be established and made to endure."

FUEL-PROBLEMS-IN-WAR-TIME

Prepared for THE LITERARY DIGEST *by the* UNITED STATES FUEL ADMINISTRATION.

PRACTISING FUEL ECONOMY IN THE KITCHEN

Copyrighted by Harris & Ewing.
DR. H. A. GARFIELD,
United States Fuel Administrator.

WHEN the summer cook is busy in her kitchen, canning, preserving, and drying foods for next winter's use, and as she prepares the three daily meals of her family, she must know exactly how to save fuel.

For fuel is the power that shall determine the war's outcome. Trillions of tons of it are within the earth, but only limited millions of this supply can be mined. Despite the heavy demands war makes upon coal, there will be mined in America, sufficient tonnage to keep homes and families in comfort and to maintain industries to their proper bent if that supply is guarded to its utmost. The United States Fuel Administration is pressing mines and miners for increased output. The consumer must do his part by coal-thrift.

No single heat-unit must be wasted. Every calory must do its duty. Unless this be so, the mid-winter months may witness sharp suffering; industries may shut down, and the heatless, workless days and weeks of last winter be forced back upon American people as retribution for a nation's waste.

The housewife will be grateful for the United States Fuel Administration's coal-saving directions. If she burns coal, she will use these rules:

THE COAL COOKING-RANGE—1. Clean off top of oven, take off small clean-out door and clean thoroughly under the oven monthly; see that smoke-pipe fits in the chimney tightly and that the inside of the chimney is closed off about six to eight inches where the pipe enters. If the fire-bricks are loose, get a little fire-clay and fill in joints.

2. Keep the fire-pot up even with the top of oven, rounding off the top but not having coal against the lids or running out over the oven.

3. Turn shaker handle over quickly as far as it will go and then back; both motions should be continuous and rapid. Repeat until free from ashes and clinkers. If the range has a flat grate, use the poker to clean off the top of the grates. *Always allow fire to have full draft for five or ten minutes before cleaning.* Take ashes from the ash-pit daily to prevent damage to grates.

4. For baking and roasting, have slide open in the ash-pit door; have the fire-box filled up to the top of the oven and free from ashes. As soon as baking is finished close all front drafts, open the check-draft damper in pipe and if the fire still burns too freely remove one of the lids over the oven about two or three inches. To leave drafts on after you are through cooking is very wasteful of coal. To fix fire for night, run poker around the side of the fire, which will clean the clinkers off the bricks and water-back. See that the fire is packed down solidly, rounding off the top but not having coal against lids or running over the oven. Check draft as directed when through cooking. It will keep your kitchen very much warmer if you let the oven-door stand open. For further information or directions consult your regular range man.

5. Read the General Rules applying to all household coal-burners. These appeared last week in THE LITERARY DIGEST.

Likewise the saving of gas is a saving of the fuel that generates it, if it is artificial gas, and a saving of gas itself as potential power. The United States Department of Agriculture advocates—

WAYS TO SAVE GAS—*Reduce the Number of Burners Used.*—You can cook more than one kind of food over the same burner. If you have a colander or a wire basket that fits over an ordinary kettle, you can steam such vegetables as carrots or squash in the colander at the same time that you boil potatoes in the kettle. The under part of the double boiler can be used to boil eggs or small vegetables, while cereal cooks in the upper part. Compartment vessels that have two or three separate divisions fitting together over one burner may be purchased.

Regulate the Size of the Flame.—Turn the flame down after the boiling point is reached, for water that is boiling fast is no hotter than water that is boiling slowly. When the flame spreads up around the vessel you are wasting fuel.

Don't Be Afraid of Relighting the Gas.—Turn it out when you remove the vessel from the burner. Matches are cheaper than gas.

Have a Regular Bake Day.—If you bake bread, bake as much at one time as will be eaten before it dries out.

Don't Light the Oven to Bake a Single Dish.—If you have a roast for dinner that requires the use of the oven, plan a baked dinner. Beef roast with brown potatoes, scalloped tomatoes, and apple Betty all could be baked at one time. Or, if you light the oven to bake quick breads or cake, bake fruit or a dessert for another meal. Small ovens that fit over one burner save fuel.

Select Foods That Can Be Quickly Cooked.—Cook in larger quantities such foods as cereals and soups that require long cooking. They will keep in the refrigerator and you will save much fuel. Leaflet No. 13 tells how to make a fireless cooker at home and how to use it to cut down your use of fuel. No matter what kind of fuel you use, the fireless cooker can help you save it.

GUARD THE KEROSENE—The woman who cooks with kerosene must guard every drop of oil. The Director of Oil Conservation of the United States Fuel Administration states that the supply of kerosene must be conserved to avoid a shortage next winter.

Every gallon must be made to do fuel war-duty by giving forth its full measure of light and heat.

This can be accomplished only if good care is taken of lamps, lanterns, heaters, and stoves.

The Director of Oil Conservation of the United States Fuel Administration issues these principles of fuel-oil saving:

1. Keep all lamps and lantern-globes clean. Let the light *out.* Don't confine it behind smoked and dirty chimneys.

2. See that burners and wicks of all oil-burning devices are clean. Clean burners require less oil and give better lights.

3. Don't allow a lamp, lantern, heater, or stove to burn a minute longer than it is necessary. Don't light one you can do without.

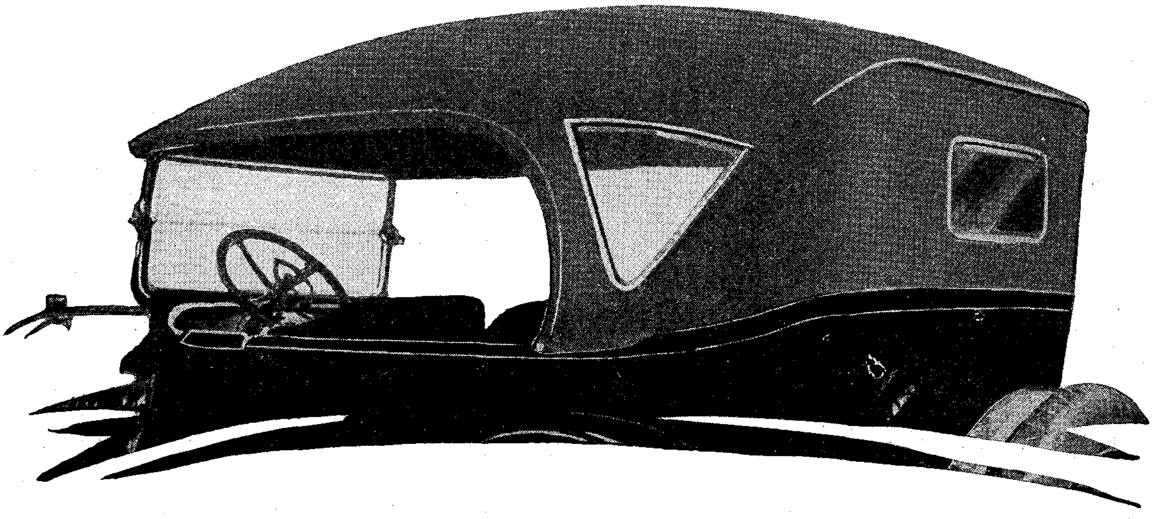
4. Don't use coal-oil for cleaning purposes. Hot water will do the work.

USE A FIRELESS COOKER—The fireless cooker is an ally of fuel conservation. A home-made one can be built according to instructions given in Farmers' Bulletin 771, Home-made Fireless Cookers and Their Use. The bulletin can be obtained, free, from the United States Department of Agriculture.

For direct teaching in fuel economy, the home-maker should place herself in immediate touch with her local home demonstration agent. These agents, acting both in the cities and in the country districts are directly in the employ of the United States Department of Agriculture. They are acting in direct cooperation with the United States Fuel Administration in a nation-wide campaign for household economy of fuel. They are ready to demonstrate kitchen-saving methods in the use of fuel. How the pressure cooker, the steamer, the fireless cooker, the oven can be utilized with maximum economy of fuel are subjects of their public demonstrations or personal instructions to home-makers.

Any housewife desiring this scientific knowledge, clearly translated into kitchen English and kitchen practise, can be put into touch with the agent of her city or county. Those desiring the name and address of their local home demonstration agent can obtain it from their State Agricultural College or by writing to the States Relation Service, United States Department of Agriculture.

DU PONT AMERICAN INDUSTRIES



RAYNTITE FABRIKOID—The Tip-Top Top

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CURRENT - POETRY

ONE of the important diplomatic figures of the war was a silent one, grave, retired, almost unknown to the public at large—Sir Cecil Spring-Rice, late British Ambassador at Washington. The name of his flamboyant and insidious colleague in the diplomatic corps is on the tongue of every American, but few realize how much Spring-Rice had to do in defeating von Bernstorff's treacherous plots against the country whose guest he was. Spring-Rice died, worn out by his devotion to duty just as he was entering upon what he hoped would be a period of scholarly retirement and well-earned rest. His passing moved his compatriot, Alfred Noyes, to this noble poem, which appeared in the New York *Times* shortly after his demise.

IN MEMORY OF CECIL SPRING-RICE

By Alfred Noyes

I

Stedfast as any soldier of the line
He served his England, with the imminent death
Poised at his heart; nor did the world divine
The constant peril of each burdened breath.

England, and the honor of England, he still served,
Walking the strict path, with the old high pride
Of those invincible knights who never swerved
One hair's breadth from the way until they died.

Quietness he loved, and books, and the grave beauty
Of England's Helicon, whose eternal light
Shines like a lantern on that road of duty,
Discerned of few, in this chaotic night.

And his own pen, foretelling his release,
Told us that he foreknew the end was peace.

II

Soldier of England, he shall live, unsleeping,
Among his friends, with the old proud flag above;
For even to-day, her honor is in his keeping.
He has joined the hosts that guard her with their love.

They shine like stars, unnumbered, happy legions,
In those high realms where all our darkness dies;
He moves, with honor, in those loftier regions,
Above this "world of passion and of lies."

For so he called it, keeping his own high passion
A silent flame before the true and good;
Not fawning on the throng in this world's fashion,
To come and see what all might see who would.

Soldier of England, perfect, gentle knight,
The soul of Sidney welcomes you to-night.

But it is not for mere eulogy that Spring-Rice is introduced here. We are interested in him, not as the diplomat and untiring public servant, but as a fine poet and profound scholar. Since the days of Edward Fitz-Gerald no such exponent of Persian poetry has come to the fore. In some ways Spring-Rice was a more faithful interpreter of the Persian bards than Fitz-Gerald, for it is now generally agreed that the Rubaiyat of Omar Khayyam must be held in honor, not as Persian, but as English poetry. Spring-Rice, on the other hand, took no liberties with the Persian text and he has been singularly happy in reproducing both the exact thought and characteristic atmosphere of the Persian poets. We take some examples of his Persian work from the London quarterly, *The Dublin Review*. They are six sonnets, mainly from the pen of Jami, a Persian poet who lived from 1414 to 1492.

SONNETS FROM THE PERSIAN

By Sir Cecil Spring-Rice

I

The voice from heaven crying in the night:
"My soul is weary of My lonely throne;
Unloved is He Who owns the world alone
In sole, supreme, and solitary might.
One crowning wonder yet remains to do;
Behold, I make this mean and crumbling clod
The loved and lover of almighty God,
Almighty in power, almighty in loving, too.

"Behold, I call My creature, even thee,
The poor, the frail, the sinful, and the sad;
And with My glory, I will make thee glad;
Come unto Me, My friend, come unto Me!"
Even so the voice from heaven. I heard and came,
And veiled my face, and plunged into the flame.

II

Last night I lived a mean and abject thing,
Content in bondage, glad and prison-bound,
With greedy fingers blindly groping round
For such brief comfort as the hour might bring.
To-day I am the North wind on the wing,
And the wide roaring of the clamorous sea,
And the huge heaven's calm immensity,
And all the bloom and music of the Spring.

I lived and loved. Now, is it life or death
Here in this new vast world wherein I move?
Now, when the winds of heaven are my breath,
And the great sun the eye whereby I see?
I live not in myself; only in Thee.
Last night I loved. This morning I am Love.

III

The immortal stream that throbs in every vein
Of this My mortal frame of men and things:
The tide that surges in the hearts of Kings
And swells the teeming bosom of the main;
The Spring that blossoms in the dusty plain—
Ay, and the soul of many thousand Springs—
Take it to make thy heart's imaginings;
Take it to make the workings of thy brain.

Dost thou not feel the Force within thee move,
And tremble with the trembling of the skies?
This fire which burns within thee, 'tis My love;
My truth it is which lightens in thine eyes.
Thou art in Me, O friend; and I in thee,
The light thou seest, and the eyes that see.

IV

Who sings of love? One moment let me lend
One broken fragment of my boundless store;
One moment let him stand beside the shore
Of Thee, my Ocean, and his songs will end
In shame and silence. O my Friend, my Friend,
Shall *I* keep craven silence, or be bold,
And Truth, Thy truth, O Lord of truth, be told?—
Of how the Highest High can condescend,

And how the lowest low can rise and soar
Even to Thy Presence, even to Thy Heart,
O mightiest of the mighty (yet more dear
Than mighty), ever nearer and more near,
Until he is, and shall be evermore,
O mightiest of the mighty, what Thou art.

V

Nay, marvel not, good friends, to hear my tale:
Call it the vision of a restless night;
You see me—what I am, a simple wight
Not greatly learned, old, and poor, and frail.
Then, wherefore should you tremble and turn pale.
I am no wearer of a kingly crown.
No sovereign lord to slay you with a frown,
No sceptered conqueror in bloody mail.

And yet, in truth, last night, I was a king;
Last night I sat upon a royal seat
With all the hosts of heaven at my feet.
Nay, good my masters, cease your murmuring.
Or slay me, if you will. For, were I slain,
This very night I shall be king again.

VI

O poor, condemned, divine, and tortured thing!
Who is it gave the cup and bade thee drink?
Who is it gave the thought and bade thee think?
Have I not seen the heaven of heavens descend?
Have I not heard the whirlwind thundering?
Have I not felt the Shape draw near, and bend
Toward me? It is He, the Lord, the King,
The Master—ay, the Master and the Friend.

Slayer, I hail thee with my dying breath,
Victor, I yield the fortress of my heart.
The doors fly open, and the poor lips part
Once more, and then no more, world without end.
The cup is poison, and the thought is death;
And He that gives them, is He not the Friend?

Charles Wharton Stork has brought out through the Yale University Press his admirable translations of the lyrical poems of Hugo von Hofmannsthal, the greatest of the younger poets of Austria. From them we quote these lyrics:

THY FACE

By Hugo von Hofmannsthal

Thy face was laden all with reverie.
Silent and trembling then I looked on thee.
Ah, how the thought came back! that even so
Upon a former night I yielded me

Unto the moon and that beloved vale
Where on the naked hillside rose a frail
And broken screen of pines, around whose stems
Low-flying cloudlets oftentimes would sail,

While freshly, strangely, through the stillness clave
The dashing of the pallid silvery wave
From the deep river—How it all came back!—
How it came back! For to those things I gave

My very soul in mighty yearning there,
Yea, to that scene, so fruitless and so fair;
As now I yield me to thine eyes that glow,
And to the magic of thy loosened hair.

DEATH

By Hugo von Hofmannsthal

What hours are those! when, shiningly outspread,
The ocean lures us, and we lightly learn
The solemn lore of death, and feel no dread:

As little girls, whose great eyes seem to yearn,
Girls that have pallid cheeks and limbs a-cold,
Some evening look far out and do not turn

Their feebly smiling gaze; for, loosing hold
Upon their slumber-drunken limbs, the flood
Of life glides over into grass and wold;

Or as a saint pours out her martyr blood.

PERSONAL GLIMPSES

"PITCHFORK BEN" TILLMAN DIES LIKE A SOLDIER AT HIS POST

"PITCHFORK BEN" TILLMAN, the "firebrand" of South Carolina, died in harness after twenty-four years of service in the United States Congress. He was the eighth member of the Senate to die since the United States entered the war, and his passing was on July 3, the eve of the national holiday. In advising the Senate of the death of their associate, Senator Smith, of South Carolina, paid this brief tribute to his colleague:

"We all know the sturdy character of the man, the splendid ruggedness of his nature. We did not always agree with him, but we all admired the motives with which he backed the position that he did take. He steadily grew—in rounding out twenty-four years of service—in the estimation of his State and his country. They mistook in the beginning the manner of the man for his character and purpose."

In announcing that a new torpedo-boat destroyer would be named in honor of the Senator, who for five years had been chairman of the Senate Committee on Naval Affairs, Secretary Daniels said:

"During these later years, in feeble health, Senator Tillman has given himself unstintedly to the work of increasing the Navy, often permitting his zeal to overtax his strength. He died as truly at the post of duty as an officer or sailor in the war-zone."

A Washington correspondent of the Brooklyn *Eagle* draws this picture of the veteran Senator:

> It is common to speak of the late Ben Tillman as a character who was picturesque. The word is insufficient. Occasionally he was picturesque, but more often he was vivid and violent. Except for his later years, Tillman was too continuously in a state of turgescence to spend much time in being picturesque. He was unique, stormy, and startling. He did very little sitting around in his seat on the floor of the Senate to be pointed out to the visitor. When he desired attention he stood up and compelled it. He rarely argued in the course of debate; he flared until he had turned himself into a conflagration. Going up to the Senate to hear Tillman make a speech was like running to a fire.
>
> But all that, of course, was the old Tillman, not the Tillman of recent days. That was the stuff of which "Pitchfork Ben" was made. When he died it was after ten years of a strangely changed life. It was ten years ago that Tillman had his first stroke of paralysis. The doctors then said that he might live for a considerable time, but that he would suffer from progressive paralysis and would always be an invalid. Tillman undertook to prove that the doctors were wrong, and he became his own doctor.
>
> Perforce he lived a very different sort of life, and this physical change in the man seemed to produce a mental change as well. He no longer breathed flame and fire. He became philosophical and calm. His keen mind never lost its edge, but he did not go slashing about with it as in the old days. He applied it otherwise. He began to make friendships where before he had inspired only dislike or fear. He would sit through whole sessions of the Senate, day after day and week after week, without exploding.
>
> Tillman, after 1910, knew that he could not keep his mind in a white heat of excitement and belligerence toward his fellow man and expect to live long. His first symptoms of paralysis showed themselves in 1908. In 1910 he was seriously stricken. And after he made a partial recovery from that stroke and passed out of the hands of the doctors he took charge of his own case. He practised methods of diet and various kinds of exercise, placing his mind and his body under iron discipline, for he was determined not to die. He did wonders with himself.
>
> Starting in at the age of sixty-two, a physical wreck, he overcame the paralysis of his muscles and moved about again. He was, of course, never the same commanding figure; he never recovered his old vigor. In the last years of his life he often displayed much feebleness. But to the end he held himself to his new way of life rigorously, and there is not a shadow of doubt that he cheated the reaper by several years. There were times in these last years when Tillman seemed almost gentle, a thing that was unthinkable during the career of "Pitchfork Ben."
>
> Four years ago, in a speech that attracted much attention, Tillman told the Senate something about his new ways of life.
>
> "Since my illness," he said, "I have learned more about the human body than during all the balance of my life put together, and I am sure I have discovered some of the secrets of nature and laws of health of which most men know nothing whatever. The pity of it is that I had to ruin my health before I discovered those things and learned how to live rationally. Had I lived ten years ago as I am doing now, my health would never have broken down at all."
>
> That was not "Pitchfork Ben" talking; it was a gray and philosophic old gentleman from South Carolina, slightly stooped in the shoulders, slow of step, and sometimes trembling of hand.

His political career, strangely enough, hinged on the low price of cotton thirty years ago. As the Charleston *News and Courier* relates the story:

> At this time there was no thought whatever in his mind of turning to public life. In the '80s, however, the price of cotton was so low a great many farmers were in a bad way, and Captain Tillman—he had headed a militia company for several years—had considerable difficulty in Augusta, where he traded, in making financial arrangements to carry him on. Greatly deprest in spirits and worried about the future, he reached the conclusion that his real trouble, and that of most of the farmers he knew, was that they did not know their business. "What we need," he said to himself, "is agricultural education"; and when he got home he immediately sat down and wrote a letter to *The News and Courier* urging that the State take in hand the matter of fitting the farmers of South Carolina for doing their work competently and looking after their affairs intelligently as the quickest and surest means of promoting the prosperity of the Commonwealth.
>
> This was in 1886, and when Captain Tillman began his agitation he had no intention of going into politics. He had never made a speech and did not believe that he could make one. He could write with good effect, however, and the conditions of the times favored the movement which he had initiated. As time passed Captain Tillman found himself the leader of an agitation which was nothing short of revolutionary in its scope. It was called the "Farmers' Movement," and in 1890, after what was probably the most heated campaign the State had ever witnessed, Captain Tillman was elected Governor. In 1892 he was reelected.

With the election of Tillman the office of the Governor became the storm-center of the State, which burst into even greater violence with the passage of the State dispensary law, all of which bound him closer to political life, and, says the writer in the Charleston newspaper:

> In 1894, after an exciting canvass, Governor Tillman defeated Gen. M. C. Butler for the United States Senate. He entered that body in 1895 and almost immediately was involved in a clash with President Cleveland, which attracted attention throughout the country. He had already been a prominent figure at the Democratic Convention in 1892, and he was a member of the Chicago Convention of 1896 which nominated William Jennings Bryan for President. He had an active part in the 1904 St. Louis Convention when Parker was nominated, and in 1912, at Baltimore, he was one of the most stalwart supporters of Woodrow Wilson, whose policies he consistently fought for and supported.
>
> Senator Tillman was one of the most picturesque figures in the Senate—a national character. While his health permitted him to speak at will he was in great demand on the Chautauqua circuits; and whenever a speech by him was announced in the Senate the galleries would be crowded.
>
> Within a month after he took his seat in the Senate he won his picturesque nickname of "Pitchfork Ben," a characterization which he did not resent. In a speech in which he shattered all the traditions of the Senate by taking the floor so soon after becoming a member, he further indicated his disregard of senatorial usages by announcing himself to be "a farmer, pure and simple, with no collateral occupation," and declared his intention of holding up some of the public questions on his pitchfork. He often referred to himself as "a corn-field lawyer." His language was always dramatic, and the terms which he employed to express his meaning riveted attention.
>
> It was in the railroad-rate legislation of 1906 that Senator Tillman came into highest prominence as a legislator. Through a split among the Republicans, who were in control of the Senate, Senator Tillman came to be put in charge of this extremely important bill. The eyes of the whole country were focused on the measure, and the fact that a Democrat had the active handling of it caused unusual comment and won for Mr. Tillman much applause for the judgment and ability which he displayed.
>
> Even since his illness Senator Tillman has been a factor to be reckoned with, and the praise which has been accorded his work on behalf of the Navy in the present war has been striking. When it

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TWO years ago automobile dealers faced what seemed likely to become a serious affair—that of disposing of Used Cars, taken in exchange on sales of new cars. Manufacturers, also, were concerned. Some felt we even were approaching the "saturation point."

Today, used cars of high quality are eagerly welcomed by automobile dealers. The used car has become as necessary to the conduct of the automobile business as the new car—provided that the car is of high quality backed by reliable manufacture.

There are some 1916 models which—after two years of service—are selling for higher prices today than they sold for originally. These cars are Delco equipped.

A careful study of the re-sale value of cars, and the increase in re-sale values during the past year, shows that those carrying Delco electrical equipment are selling for higher prices than many others.

We do not claim that the increased re-sale value is due to the fact that these cars have Delco equipment. But we do know that the manufacturer who is willing to spend the increased amount of money necessary for Delco equipment has also been willing to put into his cars a quality of workmanship and materials that makes for a good, durable performance.

THE plain facts reiterate that the first cost is not the most important thing, and that "Quality is remembered long after price is forgotten."

The man who buys a Delco equipped car is not spending money, but making an investment—and the *interest* on his investment is represented by the increased re-sale value of his car.

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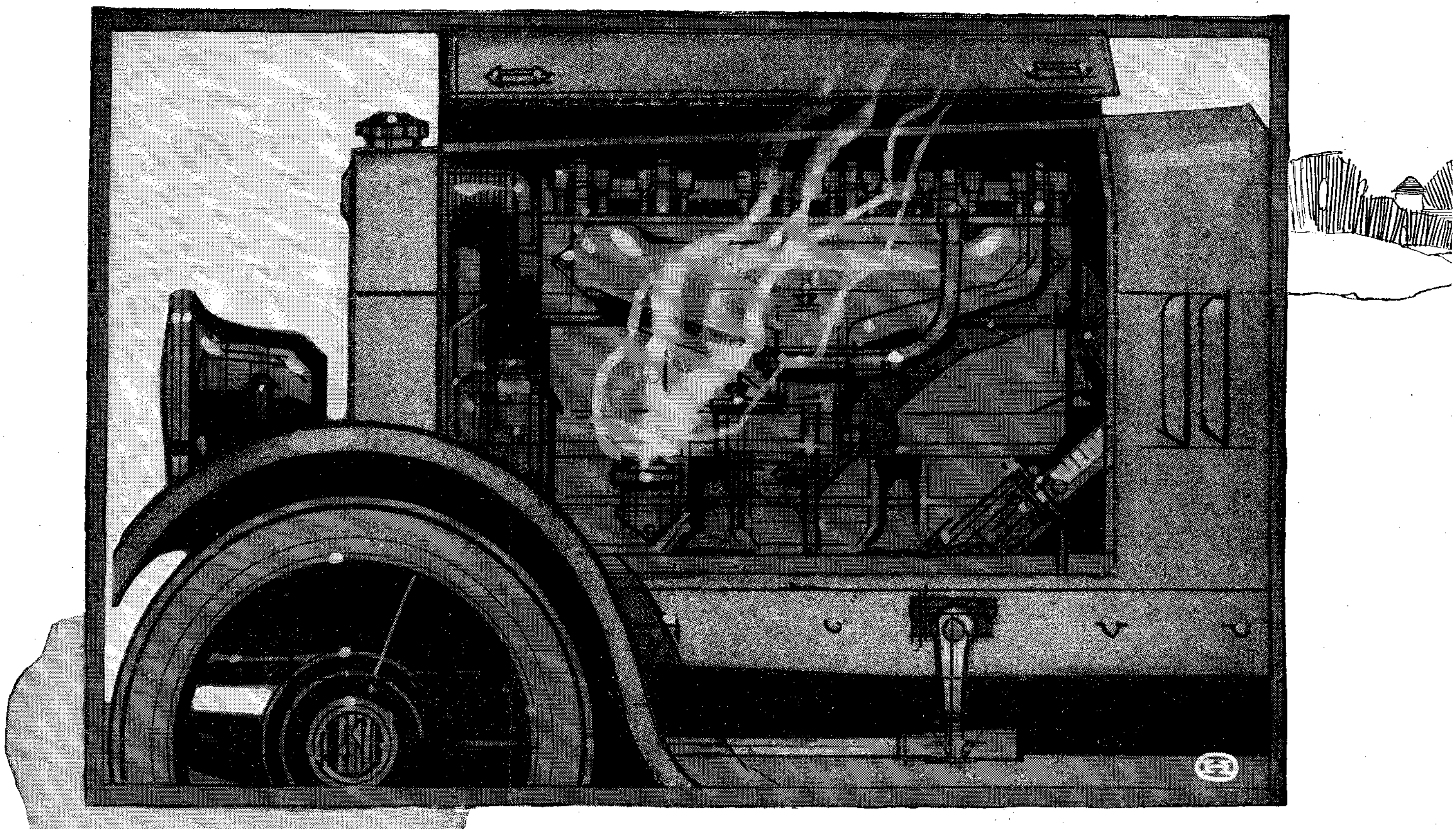

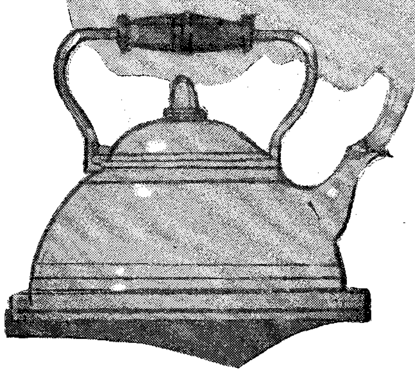

Just as water, heated in a kettle, escapes in the form of steam, more than half of the average motor oil evaporates through the oil-filler and is wasted

Does half the oil you buy go up in vapor?

50 per cent of average lubricating oil is wasted through evaporation

WHEN you put a kettle of water on a hot stove, steam soon begins to escape from the spout. And when you lift the lid after a short time you notice that a large part of the water has evaporated.

The same thing happens to the oil you put into the engine of your passenger car, truck or tractor.

Just as water, when subjected to intense heat, evaporates as steam, lubricating oil, under the terrific heat of the engine —200° to 1000°F.—evaporates through the oil-filler in the form of vapor.

Waste determined by quality of oil

Accurate 12-hour laboratory tests made in the durability oven illustrated on the opposite page prove that the percentage of loss by evaporation depends upon the quality of the oil.

These severe tests, which reproduce actual service conditions, prove that with any oil a certain percentage of evaporation loss is unavoidable. Some oils, however, make a very poor showing, their losses running as high as 76%. The average oil loses 51%.

Increases mileage 25% to 50%

Veedol, because of its heat-resisting qualities, loses much less by evaporation than other oils. For this reason *you will get 25% to 50% more mileage per gallon with Veedol* than with the average oil.

When figured by miles of service, and not by cost per gallon, Veedol proves much more economical than ordinary oils, which evaporate rapidly under the heat of the engine.

Tests in the durability oven also prove that the use of cheap, ordinary oil greatly increases the wear on the working parts and materially shortens the life of the engine.

The rapid destruction of ordinary oil under the intense heat of the engine is marked not only by excessive evaporation but also by the formation of voluminous black sediment.

Why sediment in ordinary oil causes wear

Sediment is the greatest cause of friction and wear in an automobile, truck, tractor or stationary engine. Sediment has no lubricating value and crowds the oil with lubricating qualities away from the bearings and other points where it is most needed. You cannot afford to use ordi-

All Veedol Greases
quality as Veedol M
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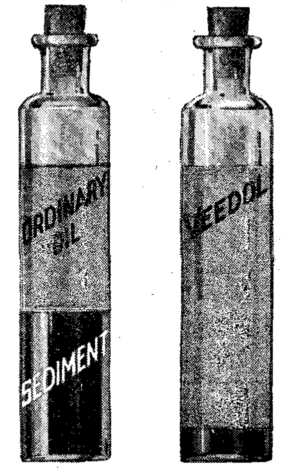
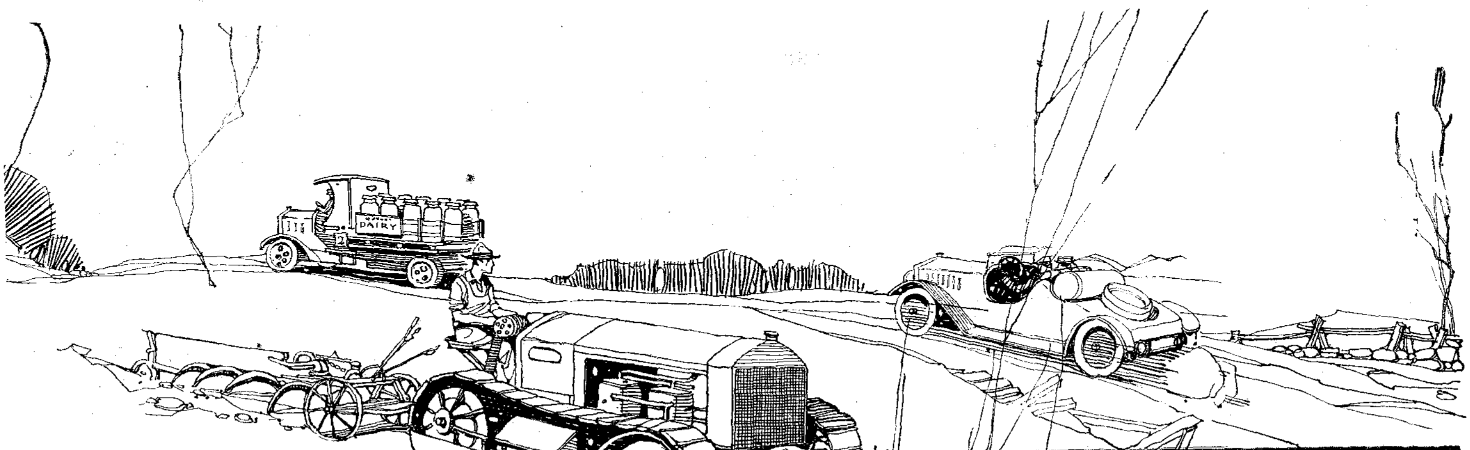
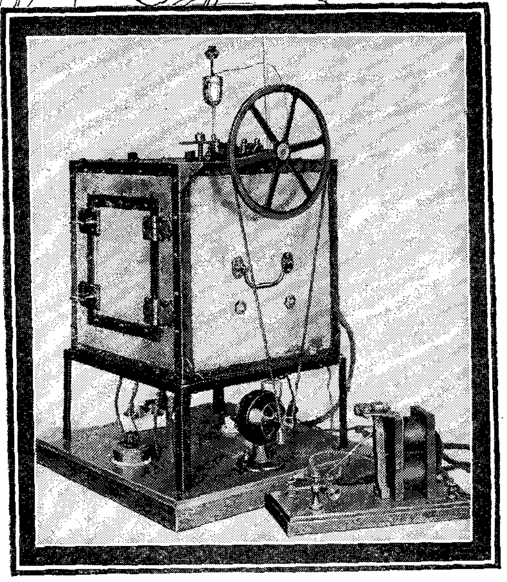


Ordinary oil after use *Veedol after use*
Showing sediment formed after 500 miles of running



In tractors and trucks evaporation causes an even larger waste of lubricating oil than in automobiles. For this reason tractor and truck owners find Veedol especially economical



Durability Oven used in testing motor oils for deterioration through evaporation and sediment. Tests for evaporation made in this oven prove that Veedol gives 25% to 50% more mileage per gallon than ordinary oil, as well as reducing sediment 86%

nary oil at any price, for the damage caused by the sediment in ordinary oil *can be repaired only by costly replacements and labor.*

The striking superiority of Veedol to ordinary oil in this respect is clearly illustrated by the Sediment Test, shown in the two bottles at the bottom of the opposite page.

Notice that the ordinary oil, in the left-hand bottle, contains fully seven times as much sediment as Veedol. Veedol reduces sediment 86%.

Made by an exclusive process

Veedol owes its unusual heat-resisting qualities — which mean economy in lubrication — to the distinctive method by which it is made. This is the Faulkner Process, recently discovered and used exclusively by this company.

Up to the time Veedol was placed on the market few motorists realized the importance of choosing a lubricant made to withstand the destructive effects of heat. Many considered it economy to buy cheap, ordinary oil.

For trucks, tractors, and stationary engines

Today more than a million motorists keep their cars running like new at reduced operating cost by using Veedol.

Owners of motor trucks, tractors and stationary engines find that, besides minimizing wear, Veedol greatly reduces the annoyance and expense of trouble and repairs.

Try this road test with your car

Drain the oil out of your crankcase and fill with kerosene. Run the engine *very slowly* for 30 seconds and then drain out all kerosene. Fill up with Veedol and make a test run over a familiar road including steep hills and level straightaways.

You will find that your engine has acquired new power, hill-climbing ability and snappy pick-up. It will run more smoothly and quietly and will give greater gasoline mileage.

Buy Veedol today

Your dealer has Veedol in stock, or can get it for you. If he does not, write us for the name of the nearest dealer who can supply you.

Send for this 100-page book on lubrication

The most complete book ever published on automobile lubrication, written by a prominent engineer, and used as text book by many schools and colleges. Describes and illustrates all types of lubrication systems; tells how to keep your car running like new at minimum expense. Also contains Veedol Lubrication Chart, showing correct grade of Veedol for every car, winter or summer. Send 10c for a copy. It may save you many dollars.

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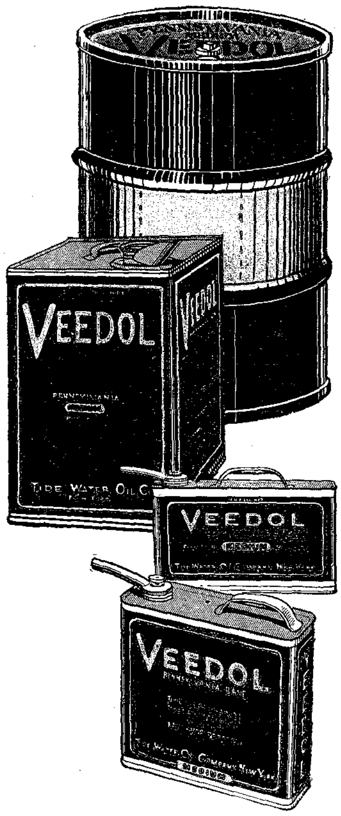

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was suggested that he might not be returned to the Senate a chorus of dissent went up from the leading papers of the country. His proved usefulness was unhesitatingly proclaimed, and South Carolina was called upon to keep him at Washington without fail.

It was as a member of the Naval Affairs Committee that Senator Tillman became involved in the celebrated fight with the armor-plate trust, as the result of which a great saving was effected for the Government. Mr. Tillman served as a member of the Naval Affairs Committee throughout practically the whole period he was in the Senate. As time passed his interest in the Navy and its development grew steadily and his advice and cooperation were of very large value to Secretary Daniels. The advancement of the Navy was his pride and joy, and as chairman of the Senate Committee on Naval Affairs he gave himself unsparingly to bringing this about.

Senator Tillman suffered his first stroke of paralysis in February, 1908. A second stroke followed in 1910. This disabled him for weeks and after that he kept on going simply by the exercise of his strong will-power and a rigorous course of dieting and exercise.

One of the many dramatic scenes in the Senate was that in which Tillman played the star part in connection with the establishment of the Charleston Navy-Yard. Says the writer in *The News and Courier:*

> Just before the end of the session at which he had expected to have the act passed he was informed that it would fail. Some of the big appropriation bills had yet been unacted upon and he knew that if he secured the floor he could talk until the short session of Congress, to end by law March 4, would come to a close. He got the floor and held it for almost a week, much of the time reading from the various poets and other matter from time to time, all the while being assisted by his colleague on the Democratic side. He kept the floor and until an hour before adjournment had it. Then Republican leaders compromised and the Charleston Navy-Yard was assured.

The memorable McLaurin-Tillman fight on the floor of the Senate has never been forgotten. The two Carolinians disagreed concerning the vote of the former about the question of the United States making a payment to Spain for the Philippines. The lie was passed and blows followed. In consequence of this difficulty former President Roosevelt withdrew an invitation that he had sent Senator Tillman to attend a state dinner at the White House in honor of Prince Henry of Prussia. Senator Tillman never again visited the White House until after Mr. Taft went in.

It has often been said of Senator Tillman that he used more big words, hyphenated words, than any other man in the Senate. The records of the Senate do not show that there was ever a more rapid speaker than Senator Tillman in that body when the latter was thoroughly aroused. From his seat, directly in front of the Vice-President's desk, he had the opportunity to see and hear everything that went on, and many times he would rise suddenly from his seat and, before he could be called to order, send home a string of caustic remarks before his erring colleague could draw a breath. He had said what he wanted to say, rules or no rules, decorum or no decorum, and, having said what he wanted to say, sat down if it pleased him to do it.

Senator Tillman liked nothing better than to stir up Senator Spooner, of Wisconsin. For years their seats in the Senate were directly across the aisle in the chamber, and time and again when the South-Carolinian and the Wisconsin man took the floor they literally made the sparks fly. Each admired the other greatly and not infrequently after a battle of words that would startle the galleries and create the biggest kind of sensations they would lock arms and quietly stroll out of the Senate chamber and down to the restaurant as if nothing out of the ordinary had happened.

Another member that Tillman enjoyed prodding was Beveridge. The Indianian thought much of Tillman, but their sarcastic threats and merciless verbal darts many times went deeper than was apparent to onlookers. In fact, there were few men in the Senate who did not at one time or another feel the burning words hurled at them by the South-Carolinian. He spared neither friend nor foe when aroused, as the pages of *The Congressional Record* for the last fifteen years abundantly show.

KONOVALOV PLEADS FOR ALLIED AID TO SAVE RUSSIA

IN America there is no better informed authority on the conditions and events that have led to the present chaos in Russia than A. I. Konovalov, who was Minister of Trade and Industry and Vice-Prime Minister in the Karensky Cabinet. Konovalov was the leader of the Progressive party in Russia, and was a member of the first and second Cabinets with Prince Lvoff as Premier.

After the Bolshevik revolt Konovalov was imprisoned in the Fortress of Sts. Peter and Paul, and left Russia for the United States in March last, after suffering much during the Bolshevik régime. From the hospitable shores of America he has watched the course of events in his torn and stricken country. In an interview, which has been prepared by the Russian Information Bureau of the United States, he says that upon his arrival here he found an active movement toward the recognition of the so-called *Soviets*, and he declares this agitation to be but a new camouflage for the Bolshevik propaganda in Allied countries. He says with impressive emphasis:

> Nobody can be deceived longer as to the real nature of the Bolsheviki and as to the results of their rule in Russia. The foreign policy of the Bolsheviki brought Russia to the Brest-Litovsk "peace," according to which Russia lost 468,000 square miles of territory with 56,000,000 inhabitants, or over 30 per cent. of her entire population.
>
> The internal policy of the Bolsheviki resulted, as might have been foreseen, in the utmost disorganization of the country's industries, transportation, and finance. The terrorizing of the industrial class and the "workingmen's control" established in the factories destroyed even the best industrial enterprises. The output of raw materials and fuel steadily decreased and this, together with the utmost disorganization of transportation, has stopt the work of even those industrial enterprises where the men were anxious to continue working. What is left of the country after the Brest-Litovsk treaty is divided practically into separate states, isolated from one another. Hunger rages through entire provinces, epidemics are appearing here and there, menacing, under the present conditions, the existence of millions.
>
> Now, after the real nature of Bolshevism became clear to the entire world, they themselves, naturally, do not insist upon recognition of the Bolsheviki, but insist upon the recognition of the so-called Government of the *Soviets.* This is only a new camouflage for the Bolshevik propaganda in the Allied countries. The *Soviet* Government not only does not represent the entire population of Russia, it does not even represent the Russian laboring classes. The great masses of Russia's population never actually participated in the *Soviet* Government. They participated in the municipalities and *zemstvos* which, after the March revolution, were elected on the basis of universal, direct, equal, and secret suffrage. They participated in the Constituent Assembly, which was elected on the basis of the most democratic suffrage in the world. The Bolsheviki, supported by detachments of soldiers and sailors demoralized by Bolshevik propaganda, have dispersed by bayonets these democratic bodies representing all the classes of Russia, and, instead of a national democratic government, created what they call the Government of the *Soviets.*
>
> There were, after the March revolution, two kinds of *Soviets,* or Councils, in Russia: the Councils of Workmen's and Soldiers' Delegates and the Councils of Peasants' Delegates. While the Councils of Workmen's and Soldiers' Delegates were at the beginning quite representative, and covered, to a great degree, the proletariat and the garrisons in the cities, the Councils of Peasants' Delegates were never able to reach the great masses of the Russian peasantry which, amounting to about 140,000,000, naturally could not be organized in such a short time. The Councils of Peasants' Delegates, therefore, even before the Bolshevik revolt, represented only certain groups of the Russian peasantry and never represented the peasantry as a whole.
>
> After the Bolshevik revolt in November, 1917, a process of disintegration began in the *Soviets.* A considerable part of the workingmen in the cities were opposed to the Bolshevik adventure from the very beginning, and it may be stated that now the majority of the Russian proletariat is opposed to the Bolshevik and *Soviet* rule. In many cities new elections to the *Soviets* gave majorities to the Social-Democrats—Mensheviki and Socialist-Revolutionists—but these new anti-Bolshevik *Soviets* were dispersed with bayonets by the Red Guard, a body in the pay of the Bolsheviki. The Bolshevik terror brought about a situation whereby a great majority of the city proletariat is deprived of the right to express its political opinions and to participate in the *Soviets.* This part, the greater part of the Russian proletariat, is engaged now in a mighty movement against the Bolsheviki and the *Soviets* where the Bolsheviki rule. According to the last reports, the proletariat in Petrograd, Moscow, and many provincial cities is planning now a general strike, demanding the convocation of the Constituent Assembly and establishment of the national democratic government.
>
> If you recognize the Russian people and

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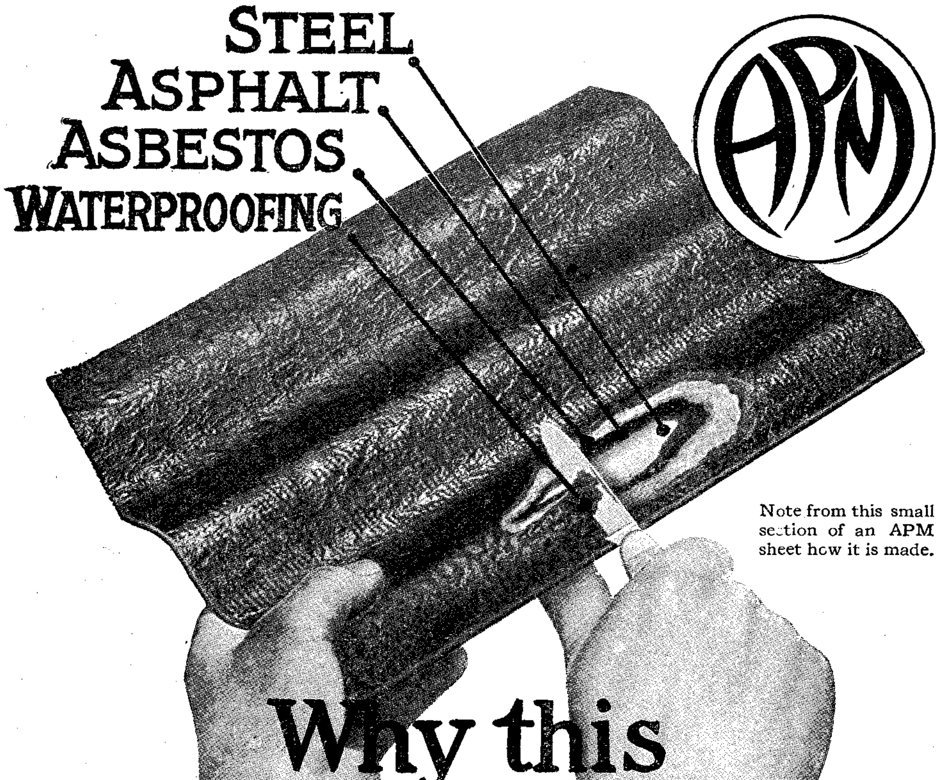

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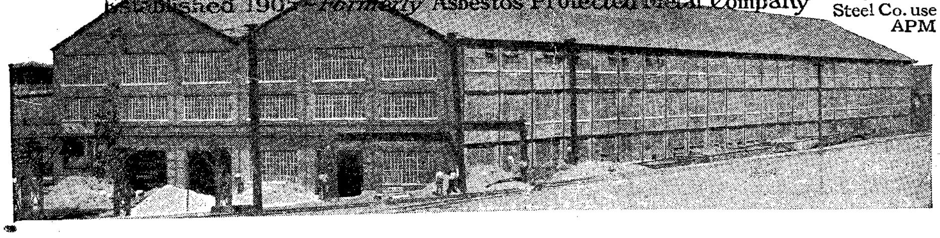

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its right to live and to fight for liberty and democracy, you can not recognize the so-called *Soviets,* which have no relation whatever to the Russian people and are in their idea class organizations and, in their practical expression, artificial organizations dominated by a single faction which did its utmost in disorganizing the new democracy and betraying it to the German militarism.

Take the so-called Brest-Litovsk "peace." You know that the Constitutional Democratic party, the party of the Social-Democrats — the Socialist-Revolutionists, and Mensheviki—that means all political parties with the exception of the Bolsheviki —have protested against the Brest-Litovsk treaty. You know that the Russian Church, expressing the feelings of the great millions of the Russian people, joined its voice to this protest. This was the real voice of the Russian people regarding the Brest-Litovsk treaty. At the same time the Congress of the *Soviets* in Moscow, dominated by Lenine and Trotzky who obeyed any order sent to them by Germany, ratified this treaty. Now whom should you recognize, the Russian people who protested against the shameful "peace," or the *Soviets* which accepted it and have betrayed the young democracy?

The Russian situation is critical, Konovalov declares, and he deplores the fact that the Allies did not undertake an active policy of helping his suffering country and saving her from German domination six months ago—immediately after the signing of the Brest-Litovsk treaty. Instead, he regrets that they adopted a policy of waiting while the people suffered and Germany dug deeper and deeper into the heart of the country. He continues:

> The Russian people are very patient, but there is a limit to any patience. The moment is not distant when our people, calling for help, believing in the Allies, may meet such disappointment, such disheartenment, and the German domination may establish such a grip over Russia and over the people's psychology that even should Allied help finally come, it may come too late. Therefore, we call for immediate help. We call for help, feeling that the Russian people have the right to ask help. We were fighting for three years, since August, 1914, and our casualties up to date are eight million men. Of these eight million about five and a half million were actually killed and wounded and one-half million tortured to death in German prison-camps. The first Russian invasion in east Prussia, at the very beginning of the war, helped to save Paris because the German General Staff had to transfer to the Eastern Front six army-corps on the eve of the great battle of the Marne. Our second invasion in east Prussia helped the Allied cause during the critical days at Calais, where the then thin English lines were attacked by the Prussian Guards.
>
> The Russian campaign in 1915 and in 1916, the offensive movement in Galicia which resulted, in the summer of 1916 during Brusiloff's drive, in the taking of half a million prisoners and about five hundred guns—all this had its great effect on the situation on the Western Front, giving the French, British, and Italians the possibility of preparing their attacks and giving the United States time for analyzing the European conflict and entering it finally as a battle of their own.
>
> We sacrificed much for the Allied cause

and therefore we feel that at this critical moment the Russian people are entitled to Allied help. They are entitled all the more because only with Russia coming back into the war against Germany the Allied victory can be speedy, full, and decisive.

Russia needs general and military help. We need general help in the form of rolling-stock and engineers to reestablish our means of transportation, and in foodstuffs, clothes, shoes, etc., for the starving population. We need also special military help in the form of an Allied army, the Staff of which would undertake immediately the task of organizing regiments, divisions, and, finally, armies of Russian patriots, veterans of this war who are ready to fight for their country and for freedom.

Russia has done much for the Allied cause and now it is time for the Allies to help Russia. Let Russia feel that she is not alone, that friends are coming without any selfish purpose, with the single desire to make her again powerful, free, and happy. A powerful Russia, a happy Russia, a free Russia will be a blessing to the entire world, and her resurrection will mean a speedy defeat of German militarism, a triumph for Democracy the world over.

WHAT THE NEGRO IS DOING TO HELP WIN THE WAR

Misunderstandings about the negro in the war have been natural. General Pershing set some of them right when he denied that discrimination was made against them when dangerous duty was to be performed. The negro has already been decorated for valor; his loyalty at home has withstood the attack of German propaganda. "The answer here," says the New York *Times*, has been "a heightened patriotism and a more zealous support of the war." "This is not the time to discuss race problems," said Emmett J. Scott, special assistant to the Secretary of War, interviewed in Washington the other day by this paper. "Our first duty is to fight, and to continue to fight until this war is won. Then we can adjust the problems that remain in the life of the colored man. This is the doctrine we are preaching to the negroes of the country, and every day indications reach this office that it is meeting with a larger and larger response." Mr. Scott, himself a colored man, is secretary of Tuskegee Institute, and has been loaned to the War Department to aid in adjusting any problems that might arise in connection with the negroes and the war. We are told that—

"All questions of this kind, whether the complaint is from some negro organization alleging an unjust discrimination or from a colored mother asserting that her son has been treated unfairly in the draft, are referred to Mr. Scott, who has a staff of assistants under him. A single mail sometimes contains a hundred letters, from all parts of the country. It is the best place in the country to measure the state of negro public opinion as to the war. There have been many complaints, but through them all, Mr. Scott says, there runs a note of sound loyalty, that whether or not the grievance can be straightened out now, as most of them readily are, the complainant will do his part in the war

"Out of 250,000 business corporations in the United States, 100,000 have absolutely no net income. This leaves 150,000 with some net income. Of these 90,000 make less than $5000 a year, while only 60,000 of the more successful make $5000 or more a year."

Statement by Edward N. Hurley, Chairman of Federal Trade Commission, now Chairman U. S. Shipping Board

"Out of 100 Average Healthy Men 25 years old—when they reach the age of 65—
1 will be rich.
4 will be well-to-do.
6 will be earning own living.
54 will be dependent upon relatives or charity."

Facts compiled by the American Bankers Association

How will the "Law of Averages affect You?

What is the matter? Why is it that 40% of the business organizations in the United States are so disastrously wrong in their fundamentals that they accomplish nothing, and that 20% of them only earn an ordinary man's salary?

Why is it that only 15% of the men around us are efficient enough in their lives to leave only a paltry $300?

Mr. Hurley tells us in one word just what the trouble is—"inefficiency," and adds:

> "The help must come from within—we must get down to the *brass tacks* (fundamentals) of business and learn precisely what they are and where weaknesses and losses exist—study standards—systems—and the science of Production."

Production, Marketing, Finance and Accounting are the fundamentals that every man must know to be a competent executive.

There is only one way to win genuine success

Before he can attain success, a man must earn it thru sound *knowledge*—based on fundamentals of all departments of business.

In other words, it's the man who knows the *fundamentals* of his business—their interrelation and their application to it—who is best equipped to keep climbing.

The man who knows the *reason why* of the places above and below him is the man who is selected for leadership. He can guide and direct others because he is qualified by his training in fundamentals to lead accurately—safely—profitably.

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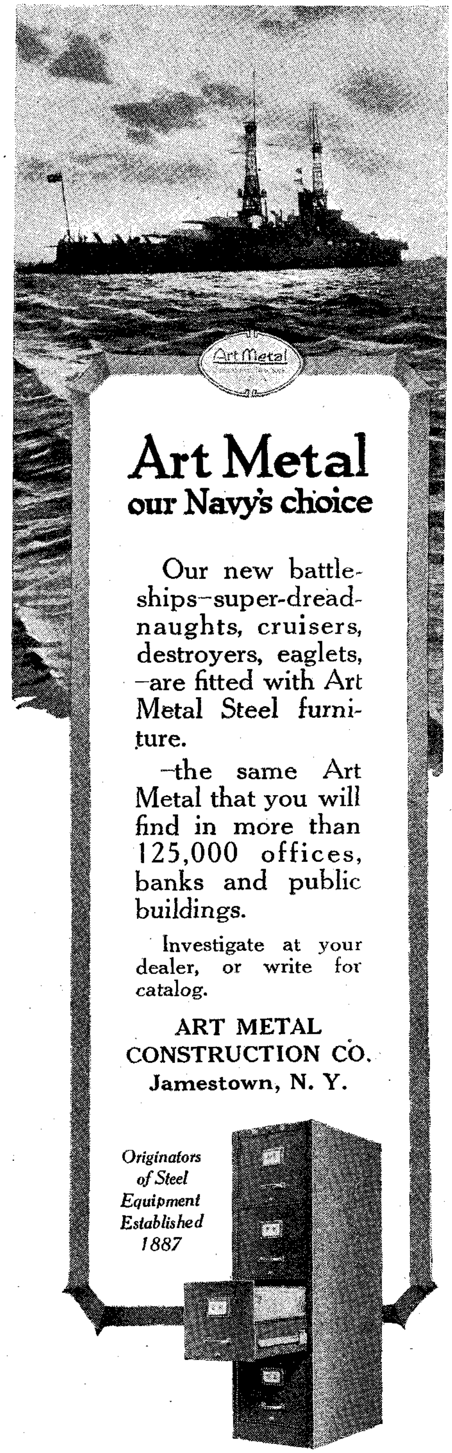

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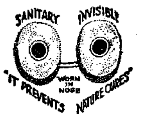

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and trust to obtaining at some later time what he thinks is due him.

"Mr. Scott, acting by direction of the War Department, recently called a conference in Washington of thirty-one representatives of the negro press, including publications with more than 1,000,000 circulation, at which every man was encouraged to voice any complaint or objection that might be apparent in his section of the country. The talks gave proof of unwavering loyalty. Means were discust of mobilizing the resources of the 12,000,000 negroes in the United States, and resolutions were adopted expressing the earnest and resolute temper of the meeting."

The absence, to a remarkable degree, of friction between the white and black races, declares Mr. Scott, is at variance with some of the predictions that were made:

"Both races have been represented at some twelve camps, and there have been no misunderstandings that were not soon adjusted. One precaution that was taken in breaking in the new colored troops was to obtain staff-officers for the command of the colored troops who had previous experience with negro soldiers in the regular Army and who understand them.

"Few persons realize what the negroes as a whole are doing in this war. We have just been getting together some information on this, for distribution mainly among the colored people, to stimulate to action any of those who are not contributing a full share; also, we will show what opportunities our Government has provided for the negro as an incentive to a responsive part."

He gives us first some information about what the negroes are doing as soldiers:

"As to what the negroes are doing as soldiers: Besides the volunteer enlistment in large numbers since the declaration of the war, the colored man has cheerfully responded to the call of arms under the draft, the percentage of those who asked for exemptions being low. Under the first draft there were 737,628 registrants, or close to 8 per cent. of the total registration of the country. Of the negro registrants, close to 100,000 have been called into camp for active military service. There have been commissioned in the United States Army as captains, first lieutenants, and second lieutenants, about 1,000 colored men, including about 250 colored medical officers in the Medical and Dental Reserve Corps. The 92d Division and the 93d (Provisional) Division, each finally to consist of approximately 30,000 negro soldiers, have been organized under the command of Maj.-Gen. C. C. Ballou and Brig.-Gen. Roy C. Hoffman, respectively.

"The company units of these arms of service will, in large measure, be commanded by colored line-officers. About 650 commissioned officers were graduated from the first training-camp for colored officers at Des Moines, and these officers, according to reports, have for the most part made good and are in command of troops of their race at several camps. There are thirty-four colored chaplains in the various branches of the Army."

One hundred and fifty colored men are engaged in the Y. M. C. A. work in the various camps where negro soldiers are stationed. We read of other activities:

"Some of these workers are in France with the colored regiments under General Pershing. Wherever they are they are working out, in addition to their religious duties, systems whereby the illiteracy so prevalent among troops from certain parts of the country may be reduced to a minimum.

"Much is being done in an organized way in many quarters to speed up the labor of colored men and women, to increase their technical skill in rendering service in war-work, and to cut down illiteracy. The War-Council of the Y. M. C. A., it is stated, is devoting $200,000 of its budget to work among negro women.

"In the purchase of Liberty Bonds, War-Savings Stamps, and in subscribing to war-philanthropies the negro has made an excellent showing, when it is remembered that few are wealthy.

"As to War-Savings Stamps, I will only refer to what the negroes in one city did, Washington, and that only in part. A campaign of education among the colored people in the District of Columbia resulted in the sale of $52,000 in stamps. This does not include $800 a week bought by the children in the schools and the amounts bought in the Federal departments by colored employees, nor the individual purchases of colored persons."

UNCLE SAM'S HINTS TO SUBMARINE INVENTORS

WITH the purpose of aiding and encouraging inventors to assist in the development of antisubmarine devices, the Naval Consulting Board has issued a pamphlet in which is set forth all that the Navy Department has learned about undersea warfare. There has been no lack of enthusiastic suggestions, but the great majority have been impracticable. In many the electromagnet played an important part, and in this connection the St. Louis *Post Dispatch*, quoting from the pamphlet, says:

Altho the laws governing the use of electromagnets are generally known and applied in a practical manner in a multitude of devices in common use, even the man of wide experience will be astonished at the limited range of their effect.

For instance, the magnets used in our manufacturing plants for lifting heavy masses of iron or steel are designed to exercise maximum magnetic effect, and for operation require a very considerable amount of electrical energy; yet a magnet which can lift twenty tons, when placed in contact with an iron plate of that weight, will not lift two pounds of iron or steel if separated from it a distance of two feet. Therefore, proposed devices which depend on the attractive power of magnets for their operation in deflecting or arresting torpedoes, mines, or submarines, must be governed by the simple laws of magnetism. A torpedo weighing approximately 2,500 pounds and traveling at a speed of from 25 to 45 miles an hour will not be deflected to any considerable degree by any known application of magnetism; and it is not believed that an enemy torpedo, mine, or submarine will ever be found in a position to be interfered with effectively by any electromagnetic means, however powerful.

There are two general classes of submarines—the coast defense boat of from 300 to 700 tons' displacement, and the

WHAT ABOUT THE HIGHWAYS?

What we do in this war is definitely limited by our transportation facilities. Railroads and highways are now wholly inadequate. But only our highways are capable of quick and flexible expansion. *Permanently constructed road systems*, which will stand heavy motor truck traffic and connect main producing centers, are as necessary to winning the war as are ships and guns.

A Main Highway "Somewhere in Pennsylvania"

Industry has been hampered because railroads could not carry the fuel and raw materials needed for the vast output of war. Motor trucks have had to go to the relief. But motor trucks cannot operate efficiently or economically without a hard, even road surface that remains so in all kinds of weather.

Commerce of war has first call on our railroad facilities. Other business will have to take its chances. Short-haul rail traffic will be discouraged if not prohibited. Without interurban truck service over our highways, merchants will run short of goods and the consumer will feel the pinch of doing without.

Agriculture is making records to keep a steady stream of foodstuffs flowing from farm to shipping point and from shipping point overseas to feed our army and our allies. We at home must rely more and more upon perishable produce which cannot be shipped abroad. But a steady and abundant supply in city markets cannot be assured unless motor trucks can operate at speed over roads which are passable every day in the year.

Labor is short. Every worker left at home has double duty to perform. Machinery must be made to multiply man power. Fast-moving and heavily laden trucks must replace teams and drivers—***provided the roads permit.*** In this way time will be saved and many more men released for war needs.

War means quick movement of marching troops, endless motor truck trains, heavy batteries of cannon. And quick movement means broad, hard, even roads. Military authorities in this country have repeatedly called attention to our lack of strategic highways so solidly built that they can stand the weight and speed of military maneuver. Concrete roads should radiate from training camps, forts, munition, industrial and producing centers like the spokes of a giant wheel. They may some day prove our defense against hostile invasion.

Most war production is finally and completely consumed—wasted. Not so with the effort expressed in **roads of concrete.** *They are an enduring asset destined, both in war and peace, to play as important a role in the development of national welfare and wealth as did the railroads in an earlier era.*

What it costs to build important highways of concrete is a small item compared with what they earn. The labor required is nothing compared with the man power they release and the wealth they create. Railway equipment needed for hauling the necessary materials of construction is an infinitesimal part of the transportation facilities they provide. ***Concrete roads are now needed to help win the war.*** They mean investing money in permanent construction instead of wasting it in temporary repairs.

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CHICAGO

cruiser of from 800 to 2,500 tons' displacement and a radius of action of about 8,000 miles, capable of operating on the Atlantic coast of the United States from a base "Somewhere in Europe." While Germany has been devoting her energy to turning out even a larger type of cruisers, suggestions numbering into the hundreds have been received by the United States authorities in which the one-man submarine is advocated. The Board says this subject has been given exhaustive consideration, but declares:

> It has been conclusively proved that no small submarine can be provided with the necessary power, speed, equipment, and living-quarters for the crew to enable it to operate successfully in the submarine zone. Even the smallest of modern submarines requires a number of devices for its successful operation: an internal combustion engine, an electric motor—which also can be used as a generator to charge the storage-batteries—water ballast and trimming tanks, pumps, air-compressors, air-storage tanks, torpedo-tubes, storage space for torpedoes, quarters for crew, and other machinery and auxiliaries.
>
> The submarine when submerged so that its periscope does not project above the water is blind but not deaf, for it is provided with sound detectors, or microphones, that will indicate the approach and direction of a ship, if its own machinery is at rest or moving slowly, with noise so slight as not to interfere with the listening.
>
> A submarine is usually equipped with two or three periscopes, extending about 12 feet above the conning-tower, the more recent periscopes being of the "housing" type, which permits them to be quickly raised and then drawn down after the observation, thus allowing the undersea boat to operate much nearer the surface, and not lose time in changing its depth of submergence.
>
> A periscope is usually designed to have about a 45-degree angle of horizontal field of vision, and the vertical field may be less. It is rotated by the observer in order to scan the whole horizon.
>
> When a submarine is cruising on the surface, the top of the periscope may extend to a height of 23 or 24 feet above the water, thus giving a range of vision of about six miles to the horizon, if the day is bright, while an observer standing upon the conning-tower can see the horizon at a range of only about four and one-half miles; however, the observer can usually see much more distinctly by his direct vision than through the periscope. The upper parts of ships can, of course, be seen beyond the horizon.
>
> Experiments have been performed on the subject of decreasing the visibility of periscopes. It is very difficult to see a periscope, and the artistic use of paint, simulating foam and green water, is one of the best means of making a periscope invisible. A periscope so painted, projecting a few feet above the water from a motionless submarine, can be seen at a very short range only, and if it is thrust up in a quick observation and then withdrawn the presence of the submarine is usually not disclosed.
>
> It is, however, the wake of the periscope on a moving submarine, rather than the periscope itself, that attracts the attention of an observer.
>
> A submarine may be equipped with from one to four, or even more, torpedo-tubes. These tubes are usually located in the bow, but some of the larger vessels also have tubes in the stern, and there are some with broadside tubes. These, however, are not German. The tubes in the submarine usually being built into the hull, it is necessary, in order to aim a torpedo, to maneuver the vessel so that the tube points at the target. Swiveled torpedo-tubes are considered undesirable for submarine work.
>
> For surface operations a submarine is usually provided fore and aft with guns of from three- to six-inch caliber. Sometimes these guns are secured rigidly to the deck, and sometimes housed within the hull and thrust up when they are to be used. A portable machine gun is also usually provided.
>
> Telescopic or collapsible masts are provided, and wireless apparatus operated upon them, particularly at night, when the masts can not be seen by an enemy even if he is close at hand.
>
> Numerous devices and attachments have been provided to enable submarines to cut nets, put out divers, and to send a marking buoy to the surface in case of accident, and have proved more or less ineffective.

Probably many of the eager suggesters of such devices had been reading some of the wonderful undersea exploits of *Captain Nemo*, and altho Jules Verne's engaging fiction was in a way prophetic of the modern submarine, the twentieth century marvel can not yet duplicate all the remarkable performances of the *Nautilus*. And yet—

> If it is in good order and the hull is not punctured, it may remain resting safely on the bottom for a day or more without inconvenience to the crew. Under favorable conditions, where the waters are less than 200 feet in depth, a submarine might lie at rest on the bottom and detect the approach of a vessel several miles away. In case the water is more than 200 feet in depth, a submarine must usually be kept in motion, to obtain steerageway, in orde to hold its proper depth of submergence. This speed does not exceed one knot.
>
> Torpedoes may be discharged with equal effectiveness whether the submarine is on the surface or is submerged, but, at the most effective range, say one-half mile or less, the superior gun-fire and greater accuracy of the guns of armed merchantmen and war-vessels (because of their higher and steadier gun-platforms) make the defeat of the submarine operating on the surface probable—in fact, almost certain—if the torpedo attack is unsuccessful. A single effective shell might disable or sink the submarine, because of its relatively small positive buoyancy, while the surface vessel might have many shells strike it and still remain in a seaworthy condition.

After discussing these suggestions for new devices for the submarine the pamphlet takes up the question of defense for merchantmen and transports, many of which are now equipped with microphones to detect the presence of an enemy undersea. *The Post-Dispatch* says:

> Many designs of nets and such devices are suggested, and most of them are intended to be attached to the hull of the vessel to be protected. Many other suggestions along these lines, differing only in some of their minor characteristics from the foregoing, have been received. Up to the present time not one of these proposals involving screens of any kind has received the approval of the Navy Department or of the Merchant Marine. The principal

Cleveland Tractor

Cleveland
The Cleveland Tractor Co.
Cleveland, Ohio
U.S.A.
Cleveland

A Tractor That Does The Things You Want a Tractor To Do

The Cleveland Tractor is not confined to a narrow field of service. It does the things you want a tractor to do.

It plows, it harrows, it plants, it reaps. Its great power and small size enable it to work satisfactorily in difficult, awkward places. It works efficiently under and among small trees, close up to fence corners, around boulders, on hillsides, over ditches, gullies and rough ground.

With 600 square inches of traction surface, it goes through sand, gravel, gumbo, mud and even wet clay without packing the soil.

The Cleveland Tractor lays down its own tracks, crawls on them, and picks them up again as it goes along—just like the famous war "tanks."

It does *faster* and *better* work than was possible before. It plows 3½ miles an hour—eight to ten acres a day—equal to the work of *three* good men with *three* 3-horse teams under favorable conditions.

But the Cleveland is *far more than just a tractor*. With pulley and belt, it will saw, cut ensilage, pump—and do the things you demand of a stationary engine.

In addition it can be used for hauling the manure spreader, for grading, dragging logs and pulling road machinery.

It develops 12 horsepower at the drawbar and 20 horsepower at the pulley. Yet with all this power the complete machine weighs less than 3200 pounds, and can be housed in less space than is required for a single horse.

Rollin H. White, the well-known engineer, designed the Cleveland Tractor. It is built under his personal supervision, and is constructed for long service. The track sections are joined with hardened steel pins which have their bearings in hardened steel bushings. Gears are protected by dirt proof cases and are of the same high quality as those of the best trucks. The finest materials are used throughout.

Farming today demands the most comprehensive machinery obtainable—machinery that is useful in doing *many* different things—machinery that is adaptable to widely varying conditions.

Thousands of farmers are looking to the Cleveland Tractor in the present crisis. And the Cleveland is meeting the demands—severe as they are—and is *making more money* for its owners.

It is truly the tractor that does the things you want a tractor to do.

Nearly every farm can use one or more Clevelands to speed up production and cut down costs. Write *today* for complete information and the name of the nearest Cleveland dealer.

The Cleveland Tractor Co.

18993 Euclid Avenue **Cleveland, Ohio, U. S. A.**

LOCKWOOD, GREENE & CO.
ENGINEERS

GUNS and ammunition alone cannot win the war. Shoes, shirts or leggings may seem to be small details but in reality they are important factors.

Among other things which our soldiers needed, for protection against the heavy snows and frequent rains of northern France, were 6,000,000 raincoats or "slickers."

Only a few concerns in the country were adequately equipped to produce the cloth required in the short time specified. One of our clients, Pacific Mills, took over half of the order—30,000,000 yards. They were able to do this by reason of recent extensions, planned and executed to make them ready for just such an emergency.

For many years, Pacific Mills has been steadily developing its properties until it is now one of the largest producers of gray cloth and the largest textile finishing plant in the world.

Pacific Mills were ready when the government's call came. Could you today meet a similar demand in your line of production?

Perhaps a rearrangement of machinery, an improvement in some department, a change in this or that shop system would put your plant in a position to meet unusual war-time requirements.

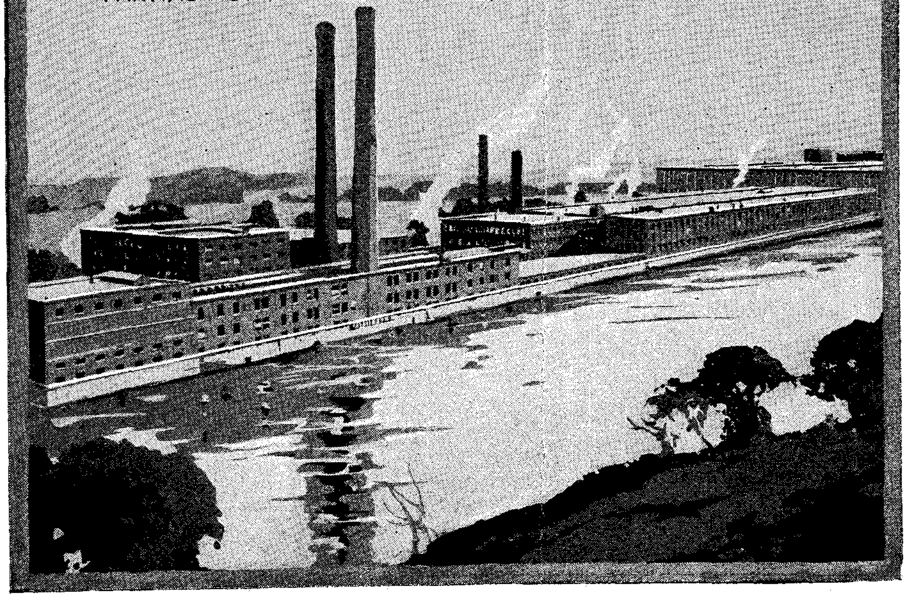
Write to our nearest office—let us know what your problem is. Also ask for the book, "Building with Foresight."

LOCKWOOD, GREENE & CO., *ENGINEERS*

Boston, 60 Federal Street   Chicago, 38 S. Dearborn Street
Atlanta, Healey Building   New York, 101 Park Avenue

Canada—LOCKWOOD, GREENE & CO. OF CANADA, Ltd., Montreal, P. Q.

PARTIAL VIEW OF PACIFIC MILLS, SOUTH LAWRENCE, MASS.



objections to these devices are that they are heavy, difficult to hold in position, unmanageable in a heavy sea, and that they interfere with the speed and with the ability of the vessel to maneuver. Many of the suggested devices would prevent the launching of life-boats or rafts from the vessel. It is barely possible, however, that there may be developed some form of this general plan which will be found practicable. In no other field have so many suggestions or so many duplicate inventions been presented to the Board.

Pontoons and boats, from which plates or screens are sometimes designed to be suspended to intercept a torpedo, either self-propelled or towed on both sides of the vessel or convoy to be protected, have been proposed, but require so much power to propel that they are considered wholly impracticable.

Many forms of furled nets, to be opened in front of an approaching torpedo, have been proposed; nets contained in shells to be discharged from guns and to be released on striking the water; nets to be dropt over the side of a vessel when the torpedo's approach is noticed, etc. The operation of these devices, even if practicable as mechanisms, would require an appreciable time interval, and even if the torpedo's approach were detected the few seconds intervening between its being observed and its striking the ship would probably be insufficient to permit of their use.

Of the various methods of fighting submarines which include the use of airplanes, dirigible balloons, and kites, none has proved effective except within a limited area, being unable to operate successfully far out at sea. It has been the general impression that submarines against submarines are not successful as destroyers. Says *The Post-Dispatch:*

> This belief was also held by the general naval staffs of the various combatants at the beginning of the war; however, Allied submarines have been successfully used in destroying enemy submarines.
>
> In operating against hostile submarines, the hunting submarine may employ one of two methods: it may remain totally submerged and take observations by thrusting up the periscope every few minutes, or it may remain on the surface and only dive when the enemy submarine is sighted. In both cases the hunting submarine maneuvers very slowly, in order to avoid attracting the attention of the enemy, and to prevent detection by means of listening devices. The method of total submergence is used in restricted waters, such as channels and lanes through which the enemy submarine must pass. Torpedoes are used when submarines fight each other, and, if possible, the extremely effective ram. All submarines can ram without specially designed devices for so doing.
>
> A submarine is most vulnerable to attack from gun-fire when it is on the surface recharging the storage-batteries, for the gases rising during this operation are stifling and must be vented into the air, and several minutes are required to close the hatches and submerge.
>
> The modern submarine torpedo varies in size according to the service for which it is intended, and ranges from 14 inches in diameter and 15 feet in length to 21 inches in diameter and 21 feet in length, weighing from 1,000 to 2,600 pounds, the smaller type being used by the Germans to sink unprotected freight- and passenger-ships at short range.

It is capable of a speed of more than 30 miles per hour, and when traveling at normal speed possesses great momentum, about 65,000 foot-second-pounds.

A torpedo is projected by means of a special form of tube or gun. The tube is usually built into the hull of the submarine, in which case it is aimed by maneuvering the boat. In the case of destroyers and battle-ships, the torpedo may be projected from submerged tubes or from deck tubes.

Generally speaking, torpedoes are projected from submerged tubes by comprest air and from deck tubes by a small charge of gunpowder. Submerged tubes on battle-ships, however, may be designed to use either powder or comprest air. When the torpedo is fired from a submerged tube, the comprest air or the gas from the powder follows the torpedo out of the tube with a rush and causes an eruption on the surface of the sea, which is visible for a considerable distance. As a result of the warning given by this eruption, vessels have sometimes been able to escape the torpedoes by a quick maneuver.

The torpedo keeps a fairly accurate course by means of a gyroscopic steering mechanism, which is immune to outside magnetic disturbance.

Many suggestions have been submitted to the Board for a torpedo to be electrically propelled from a ship by means of a flexible cable connecting it with the ship. This was the first type of torpedo built, but was discarded for the present dirigible type, as the weight of cable, difficulties in insulation, etc., render it of no practical value.

HERE'S A "RARA AVIS," A POPULAR NEWS CENSOR

MAJOR-GENERAL FRANK McINTYRE, who has been holding down the dual job in Washington of Army Censor and Chief of the Bureau of Insular Affairs, has been transferred to the post of Assistant Chief of Staff of the Army. The promotion is highly commended by all Army officers stationed at the Capital, but the General is not quite content. He wants service at the Front, has wanted it ever since the United States entered the war, and sitting at a desk irks him. And yet his new job is the second highest in responsibility in the Army in the United States, since he will be acting Chief of Staff whenever General March has to leave his post. At West Point McIntyre was known as a "math. shark," and the New York *Evening Post* says:

> In the early '80s General McIntyre was a student at the University of Alabama. Even at that time he was such a mathematical prodigy that he was excused from class work and appointed to help instruct his fellow students in the intricacies of geometry, algebra, trigonometry, calculus, and other higher branches of the science. A vacancy occurring in the Alabama contingent at West Point, Frank McIntyre took the examination and entered the military school of the nation. His classmates say that no man of his day ever got through West Point courses with the ease of the Alabama youth.
>
> McIntyre came out of West Point in 1886, tenth in a class of seventy-seven, and was commissioned a second lieutenant in the Nineteenth Infantry. From the date of his graduation until the Spanish-American War in 1898, with the exception of a

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Watch Oliver Plows at Tractor Demonstrations

At practically every tractor demonstration you will see Oliver tractor plows proving the claims made for them.

At Wheatland in 1916 they were the plowing equipment of the prize winning outfit.

Again in 1917 they were pulled by the machine that won the highest award for good plowing — scoring 98 out of a possible 100 points.

By such results as these, at demonstrations large and small and on farm fields throughout the country, Oliver Plows have bred a confidence frankly confessed wherever tractor manufacturer and tractor owner meet.

At Toronto in 1916 —at Fremont last year —they were not only the plowing equipment for the majority of tractors—they were the plows most watched and most commended. This year at Salina, Kansas, they will again prove themselves.

Furnished with combined rolling coulters and jointers — quick detachable shares — chilled or steel bases.

2 Bottom Plow, $175—3 Bottom Plow, $225
4 Bottom Plow, $310—Plus Freight Charges

Prices Subject to Change Without Notice

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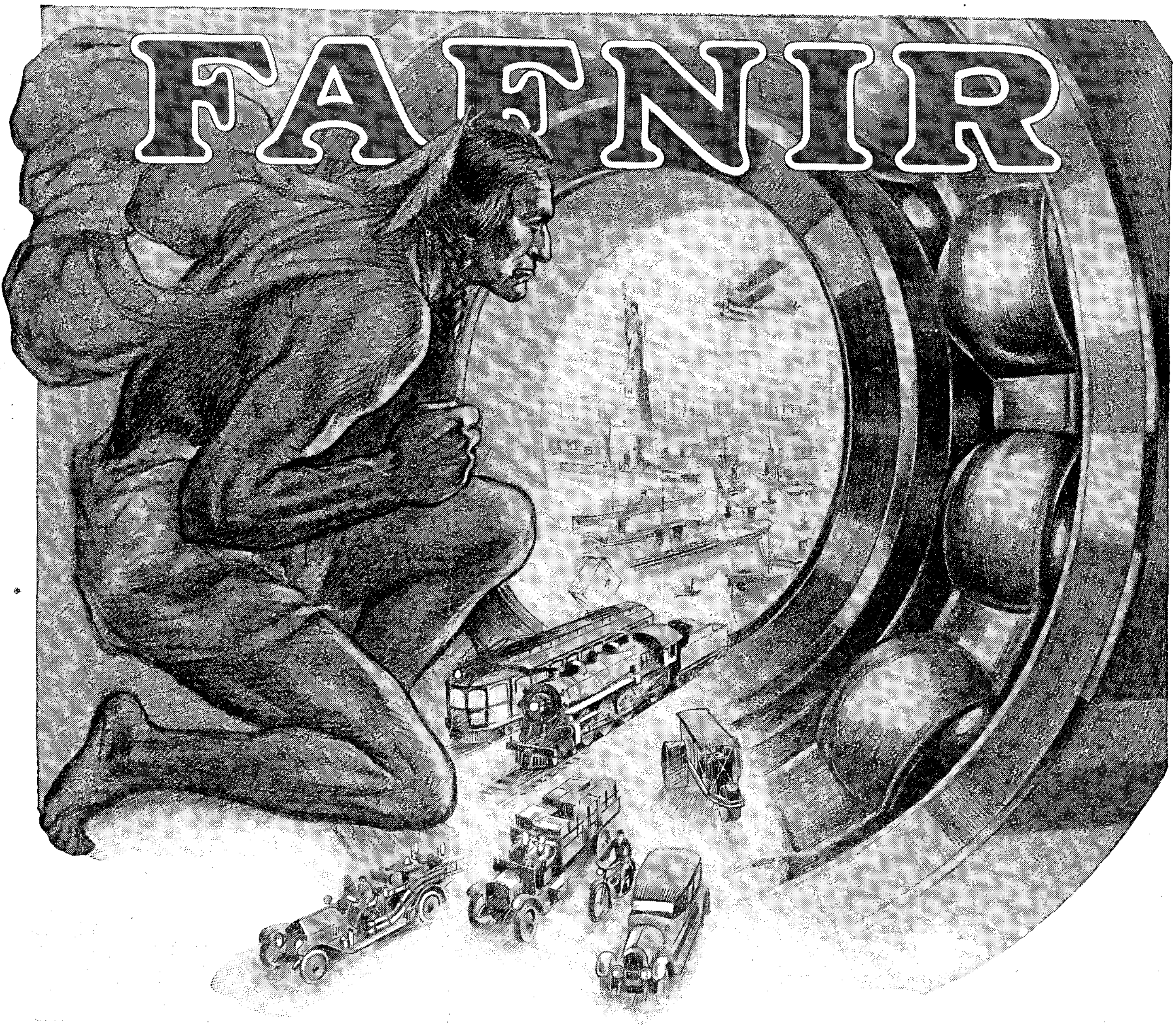

Stop for an instant and picture the epoch-making changes which have transformed the world in the comparatively few years since the American Indian gave place to the white man's civilization.

BALL BEARINGS

Accuracy is essential in ball bearings and is gauged in ten-thousandths of an inch. From the beginning, accuracy has been a Fafnir maxim, and The Fafnir Bearing Company was a pioneer in the production of high grade, American made ball bearings.

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brief stay at the Infantry and Cavalry School at Fort Leavenworth, from which he graduated with honors, and four years as instructor of mathematics at West Point, McIntyre drew the usual routine of garrison duty in various parts of the United States. He served several years of that time in Texas and Michigan.

When the war with Spain began, McIntyre was a captain and went to Porto Rico with the Nineteenth Infantry. When peace was declared he became inspector-general on the staff of General Guy V. Henry, and later adjutant-general of the Department of Porto Rico. Soon thereafter he was transferred to the Philippines, where he passed three years, mostly in the Visayan Islands, where he was regimental adjutant and then adjutant-general of the Department of Cebu until the surrender of the insurgents. He spoke Spanish fluently, and, more than almost any other man in the American Army of occupation, he displayed an ability to understand the Filipino and to deal with the natives in a way which won their entire confidence and esteem.

In 1903, when the General Staff was created by Congress, General McIntyre was recalled to Washington for service upon it. He was promoted to the rank of major and assigned to the Bureau of Insular Affairs, which represented the governmental end of the Philippine administration in Washington. In 1910 he became a colonel and was assigned as assistant to Major-General Clarence R. Edwards, chief of the Bureau, who is now leading the New England Division in France. When General Edwards was sent to Panama by this Administration to place that possession on a war-basis, McIntyre was promoted to a brigadier-generalship and made head of the Insular Bureau. Upon the retirement of Major Douglas McArthur, now a brigadier-general and decorated by France for gallantry in action, retired as army censor and assigned to foreign service, General McIntyre took over that arduous job along with his former duties.

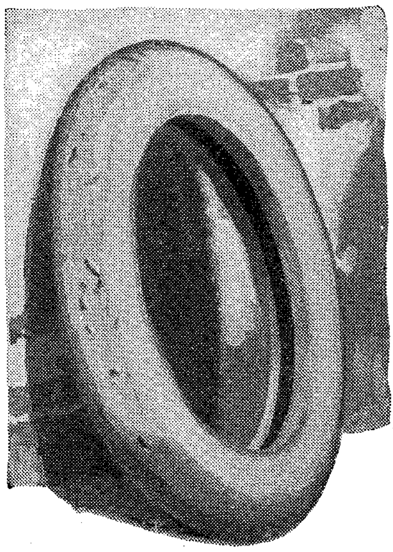
General McIntyre is popular with the newspaper representatives in Washington —which is rather unusual for a censor— for he is a believer in the theory that the people are entitled to know what their fighting men are doing so long as the information does not help the enemy. It is largely due to the broad censorship ideas of General McIntyre that the cordial relations of the press and the Army exist to-day. *The Post* says:

> It was General McIntyre who, by diplomatic work, helped pacify a troublesome situation in Santo Domingo a few years ago, and brought peace and order out of a chronic condition of chaos which looked absolutely hopeless.
>
> In the days when the good-natured, but highly explosive, General Edwards was head of insular affairs, McIntyre was a source of constant amusement to callers at the Bureau by the diplomatic way in which he censored Edward's brimstonian telephone conversations by translating them to the recipient in the most polite and courteous replies possible. One instance of this kind was current talk in Washington for several days. A certain person of some importance, but, at the same time, something of a pest to Edwards, called on the telephone one day to ask an appointment with Edwards. The telephone call interrupted an important conference, and McIntyre held his hand over the apparatus while he delivered the message to Edwards, expecting an "explosion."
>
> "Tell the blankety-blanked idiot to go to blankety-blank," snorted Edwards. "I have no time for such blankety-blank foolishness."
>
> Without batting an eye, McIntyre removed his hand from the mouthpiece and this is the way he delivered the message:
>
> "General Edwards presents his compliments and says he greatly regrets that circumstances beyond his control will prevent his taking up this important matter at this time."
>
> Edwards looked at McIntyre and then at the others present, and broke out in a peal of laughter that could be heard a block. He was the kind of a man who could take a joke, and he often said that McIntyre, in his quiet, diplomatic way, was one of the most amusing men he ever knew. He meant it, too, for Edwards never failed, in talking to mutual friends, to speak of McIntyre in the highest possible terms. Anybody who knows McIntyre knows that he will never complain about anything; that he will do any job set before him, and do it well, but they also know that having said once he wanted active service in France he meant what he said for all time.

LETTERS FROM THE FRONT TO THE FOLKS AT HOME

SOMETHING of the great projects that have been pushed forward by America since the United States plunged wholeheartedly into the war are hinted at by Lieut. Carl K. Hill, of Morristown, Tenn. The Lieutenant has been transferred to Intermediate Supply Depot No. 2 of the American Expeditionary Force in France, and he writes home in a letter, which is printed in the Morristown *Republican:*

> I am very contented with my new work. I have a real job, at a real place, and everything is moving along very smoothly. I wish you could see this place, where possibly the most stupendous project in France is being prosecuted. It is known as General Intermediate Storage Depot and is composed of supply depots of all departments. If I told you something of the immensity of the place, the square miles it covers, the miles and miles of trackage, and the innumerable activities carried on, you would appreciate to some extent the bigness of it all. Have you ever been in an enormous factory, where myriads of men are engaged in ceaseless activity, all working in a common cause for a common end? Well, you get somewhat the same atmosphere here except that it is dominated by the war-spirit, the spirit which causes men to brave hardship and privation in order that the common enemy may be brought to his knees. It is inspiring here, for one feels that he is an integral part in the great war-machinery and is close to the mighty heart of the machine.
>
> The other day we had an American engine in the yards and it created quite a sensation. It actually made me homesick. Being in charge of the loading and unloading here, I get to know the railroad officials pretty well, especially the crews who switch on the yards. So I piled up in the engine and was driven about over the yards. While the engine was made by the American Locomotive Company, it is the French type, which means no cowcatcher, screw-gear instead of reverse lever, and no



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Reinforce it with a Goodyear Inside Tire Protector and get many extra miles

GOODYEAR
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FEW tires are completely worn out when thrown away. Most of them are capable of considerable extra mileage if given a little help. The Goodyear Inside Tire Protector is designed to provide complete and dependable reinforcement for the worn or weakened casing. Carefully made, of fine materials, it is a means of getting at low cost many miles that would otherwise be lost. Try a Goodyear Inside Tire Protector in one of your worn tires. It costs little and saves much. Remember, the last thousand miles are the cheapest.

The Goodyear Tire-Saver Kit is an assortment of the most needed tire accessories handily arranged in a compact package. Your car should carry one.

GOODYEAR
AKRON
TIRE SAVERS

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"At the Front"

Whirling into popularity! That's what the new red-white-and-blue Whirlyflag is doing. Buy one for the front of your automobile, bicycle, motorboat, motorcycle or truck.

"Whirlyflag" is weatherproof, being made of beautifully enameled metal. It goes through sun and storm alike and comes out quite unharmed. This bright, spinning reproduction of the national emblem is an attractive addition to your machine. Train your spotlight on it at night—the effect is beautiful and inspiring.

"Whirlyflag" is also made to represent the British Union Jack.

If you cannot get one in the stores near you, send us a dollar and we will mail one to you, postpaid.

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This Booklet
"The Secret of Successful Scenario Writing"

A NEW ART is calling—the art of scenario writing. For the moving picture industry is facing a famine in story ideas. Fabulous prices are being paid today—$500 to $1000 and more for 5-reel scripts; $50 to $250 for short comedies. Producers are forced to pay these prices. For Los Angeles studios, alone, now *need 5000 new stories a year.*

If you have a movie idea you have a wonderful opportunity right now to sell it for a big fee and see it on the screen. For now, for the first time, comes a plan to teach you by direct example, just how to prepare your ideas for the screen.

Genius is not required. A knowledge of the basic principles is all you need. Write for new booklet "The Secret of Successful Scenario Writing," *by Frederick Palmer*, the man who wrote 52 produced scenarios in nine months. Read in this book the autograph letters of Cecil B. DeMille, Mabel Normand, "Fatty" Arbuckle and others. Read what the big stars say about the Palmer Plan and how badly they need new stories.

This book is FREE. It gives you all the details. A postcard will bring it. No obligation. A timely opportunity in a new high-paid field of art. If you think you have an idea, send in your name and address please.

Palmer Photoplay Corporation
Suite 587-A, I. W. Hellman Bldg. Los Angeles, Cal.

seat for the engineer or fireman. The poor devils have to stand up all the time. I feed them all cigarets, from engine wiper to station-agent, and as a result manage to get anything out of them I want in the way of switching cars, empties, etc.

The felt hat, the Montana, worn by the A. E. F., is to be discarded. It will be replaced by what is known as the "overseas cap," a small affair somewhat similar to the French furlough cap. It looks like a square from the side and like a triangle from the front. It can be folded up and put in the pocket or hung from the belt. Owing to the small, compact size, it will permit a gas-mask to be easily adjusted and this, I think, is the principal reason for the change. It will be olive-drab, the same color as the uniform. I hate to see the service hat go, for it is truly American, absolutely distinctive, whereas the new cap is modeled after the French.

Of the spring rains Lieutenant Hill writes: "I never saw a place where it rains with so much enthusiasm and generosity. It rains so much that the soil can not take it up. Consequently one has to dig only a few inches to strike water." With true American ingenuity the copious supply of water has been promptly utilized. The Lieutenant thus describes the method the men have devised to get water for washing purposes:

They have sunk an ordinary barrel, with a few holes bored in the side, up to the head. The water seeps through the dirt, which is almost sand, into the barrel, thus forming a natural filter; and the boys have an unfailing supply. Very simple, *n'est-ce pas?* Our fire-fighting facilities are somewhat limited and we rely largely upon buckets. At convenient places we have dug holes in the ground about four feet square and three feet deep, and they are always filled with water, thus forming a perennial spring, so to speak.

Our food is excellent and we all have wonderful appetites. I have gained six pounds since coming here, a real tribute to a wholesome diet, hard work, and regular hours and habits. Wheatless and meatless days are unknown here, that is, in the Army, and if you hear of any soldier connected with the A. E. F. complaining about the food, you can just put it down as a fabrication. Our men have almost as good food as the officers. It is the same, in fact, except that the officers occasionally have dessert a little oftener.

Our men get oatmeal for breakfast three times a week, bacon and eggs once a week, rice pudding, salmon croquets, corn-pies, corn, rice, and tomato fritters, jam, hamburger steak, tenderloin steaks, fried steak and smothered onions, raisin cobblers, fig cobblers, prune pudding, and of course the ordinary vegetables such as beans, peas, and potatoes. It is of passing interest to note that the men never have German fried potatoes, it is *American* fried. So all that stuff about the boys over here getting nothing but slum, bully-beef, and hard-tack is utter rot and the person who spreads such a report is not only a liar but a friend of Bill Kaiser.

Taking it by and large, we are well situated and our lot is a not unenviable one. Occasionally we get pretty homesick for the sight of a pretty American girl. These French maidens are all right in their way, attractive and vivacious, but they can't come up to the American girl in any respect. So don't worry about my returning with one of these little damsels. I have been over here for eight months now, and my heart is still back in the good old U. S. A.

James M. West, another Morristown boy, is with the United States Signal Corps in France. *The Republican* prints a letter to his father in which he tells of the work back of the Front:

We have been on the move lately, so you know we have been pretty busy. Our preparations to move are done pretty quickly. It took me just twenty minutes to pack my belongings in a barracks-bag, and about ten minutes to roll my pack, which always contains sheets, half-tent, two blankets, emergency rations, mess kit, and a few necessary toilet articles. This we carried on our backs to the train on which we embarked. This time we moved all our supplies, except traveling rations, equipment, and barrack-bags, by trucks, so we all packed up the night before with the exception of our rolls.

This French train-service is what gets a fellow's goat. In their methods of switching they always carry a mixed train of box cars and coaches, mostly all box cars. They do more backing up than they go forward, any way it took us just about ten hours to make sixty miles.

We stopt at one of the towns for dinner and were fed at an American Red-Cross station. The waitresses were Americans and, believe me, it sure seemed good to talk to an American lady again. We hardly know how to talk to them after jabbering French so much.

The work we are going to do is a more responsible job and our company was selected out of a possible ten others to do the work, so that means we made good on the job. They are doing some tough fighting on the Front now and something may happen at any time.

Back in the last town we were in, some of the best people in the town adopted a lot of us fellows temporarily in order to give us a place to go evenings. In return for this our Major let us give them an entertainment at one of the hotels. This town has a big historical name, also the hotel where we had the entertainment; we also had a baseball game on Saturday for the amusement of ourselves and the French spectators who seemed greatly interested in both our methods of work and our games. They should be, for they certainly don't know the modern methods; everything back here reminds me of the ancient history I used to study in school.

You are right about there being a big bunch of soldiers over here, more than any one in the States would think. It is certainly a big task to supply an army on the Front. It is said it takes three men back of the Front for every one that is on the fighting-line, so you can form a little idea of what a tremendous amount of work falls on the different branches of service, such as the engineers, signal corps, etc. Uncle Sam is constructing railroads, telephone-lines, training-stations, hospitals, etc., as fast as possible with the available men and material.

Our barracks consists now of an old château, formerly used by the French for German prisoners. It makes a dandy barracks—part of us writing, the rest reading by a cozy fire to-night. So you see we have comforts enough at times.

The French are rather a serious-minded kind of people, and they can't get accustomed to the frivolous and happy-go-lucky spirit of the Americans. The Americans

REO

Looks Like Camouflage

But It Is Just the Reflection of the Surroundings In the Highly Finished Body of the New Reo Light Four

Referring of course, to the cut of the car at the bottom of the page.

Usually we retouch photographs of this kind to eliminate the reflections. That is what gives the average automobile illustration such a lifeless look.

Here is Reo beauty unadorned—the car is shown just as photographed, with the rippling road reflections in the mirror-like finish of the Reo.

And that outward beauty is a fitting cover—just as it is indicative of—the internal excellence of this newest product of the Reo plants.

Mechanically, this Light Four is the epitome of Reo experience and skill. The Four is the ideal type of automobile for these times.

The ruggedness that is inherent in the four-cylinder principle and especially in Reo motors;—

The freedom from "temperamental ills" to which the poly-cylinder cars are subject;—

The accessibility, the simplicity and the absolute interchangeability of parts;—

These render the Reo owner singularly free from the necessity of calling upon the garage man.

Skilled mechanics are scarce just now—Uncle Sam is using them in his war work.

Those that are available come high—and for the same reason.

The owner who can care for his own car is doing double duty.

So perfect is the interchangeability of this Reo, you yourself can, without any mechanical experience and with the most meagre mechanical understanding, make any adjustment or replace any part—at the expense of a suit of allovers.

In building more of this Light Four Model at this time we had these very conditions in mind.

The Dependability that is Reo is your guarantee from pesky little troubles and vexatious delays.

That Reo factor of safety "50% oversize" in all vital parts—driving shafts, gears, axles, bearings etc.—is your guarantee against major troubles.

That buyers appreciate these qualities is evidenced in a demand greater than the possible output.

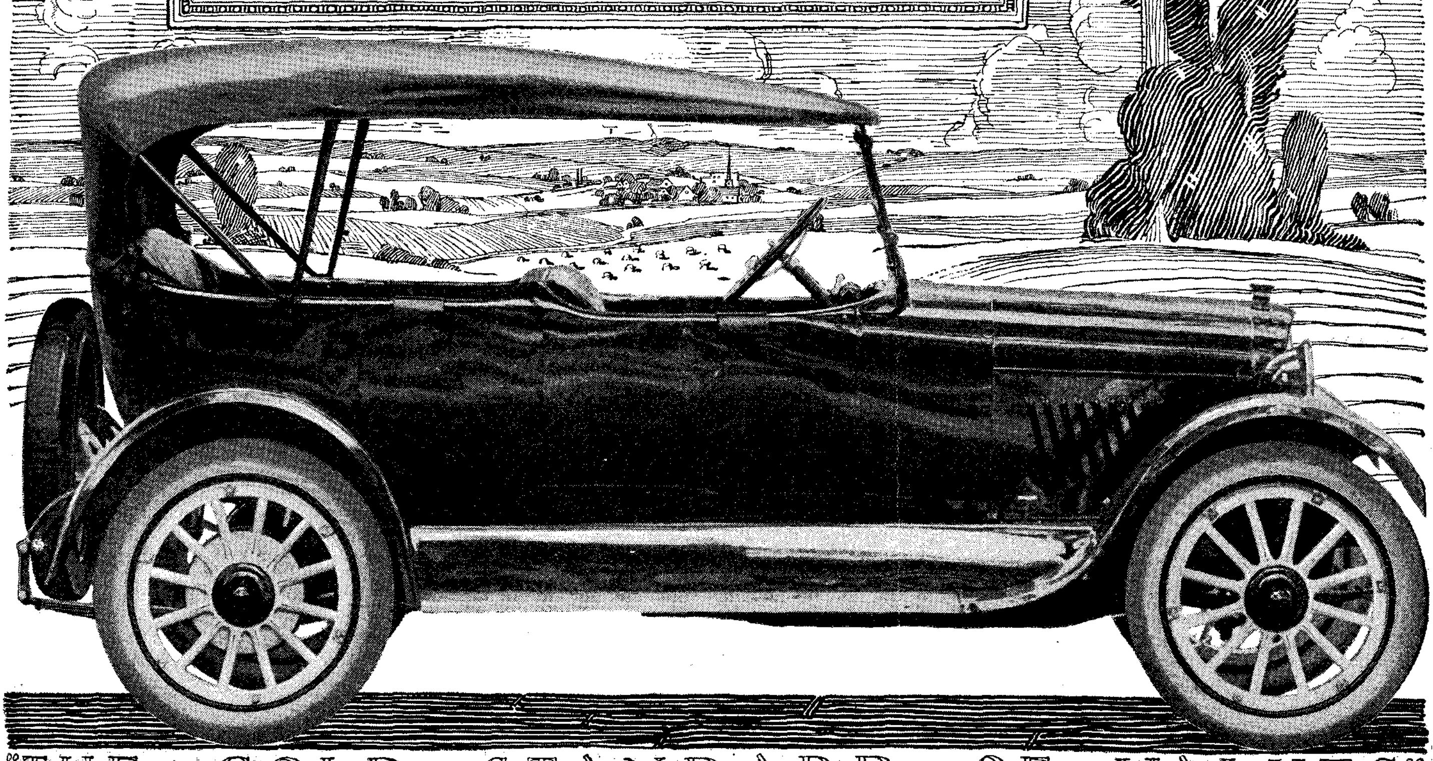
Our problem is not to sell, but to make enough of them.

They are coming faster now, and if your order is in your Reo dealer's hands at once he can promise you a reasonably early delivery.

But don't delay—today won't be a minute too soon.

P. S.—We feel we ought to suggest that it behooves the prospective buyer nowadays more than ever to look carefully into the resources, financial and otherwise, and especially the sources of supply, of concerns whose product is offered to him. If you neglect this, you may find yourself a year hence with no source from which to obtain replacement parts—no manufacturer to stand back of the "guarantee."

Reo Motor Car Company, Lansing, Mich.



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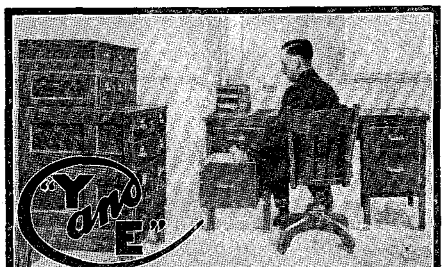

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take everything as a joke until they come to fighting and then they knock the Dutchman cold.

It has been frequently said that the war is bringing the fighting men to a more serious consideration of religious questions. Here is an example. In a letter which is printed in the Wichita *Eagle*, Lieut. Kenneth Cassidy, on active service in France and wearing the war-cross for distinguished service, writes to his parents, the Rev. and Mrs. George W. Cassidy, of a picturesque service in a shell-torn French town:

The service was held on the steps in front of what was at one time a church. Now there is nothing left of it but a part of the tower, and a part of the four walls, also a few beams of the roof. The church, and the whole town for that matter, has been pretty heavily shelled, not over half the buildings being fit for occupancy. The church-tower was used by the Germans as an artillery-observation post during their occupancy of the town. The French were forced to shell the church to drive them out. The same is the story of practically every church in this section of the country, with the exception of a few which are located in hollows or positions which were of no tactical advantage to either side as vantage points, or observation-posts; just a few such have escaped the ravages of the "Devastator."

Anyhow, you have the picture of me at mass at 6 A.M. on Easter Sunday, standing silent through a simple but impressive service with a thousand other Irishmen, heads bared, faces earnest. Probably in that assembly there were men of as many faiths as I could count on the fingers of four hands. Yet there they were joined in a mutual brotherhood, all gathered with the single purpose of worship, and as we stood there in the early dawn, listening to the few words spoken by a man loved as few men are loved, a man who fills the very atmosphere that surrounds him with holiness—for such a man is Father Duffy, I felt a stronger kinship for my brothers there than I have ever felt before. The picturesque landscape; the quaint old town; the battle-scarred ruins; the fresh, balmy spring air—and the quiet peaceful multitude—and I wondered why it was that men must be torn with such violent passions—why there must be war and ruin, rapine and bloodshed, and all the untold horrors being enacted here every day.

And then I thought of the common feeling of all gathered there and I wondered again that it was as it was, Catholic and Scientist, Protestant and non-sectarian, side by side. But, of course, the question thus raised in my mind was answered at once by the realization that minor disputes were buried in the united desire of those gathered there to settle a dispute which for the time at least was greater and more potent than intersectarian squabbles. Then, as I continued to think along these lines, the belief seemed forced upon me that there was and is something fundamentally wrong with the very foundation of our modern ethics.

So, I wondered, Is it not natural that when the foundation of a great people, which is their religion, I believe, begins to crumble, after a while the whole structure of their civilization will fall with a cataclysmic crash? When we can begin by being brothers in the fundamental thing I believe we can begin to hope to some day attain to that mythical utopia called by some one "lasting universal peace."

THE SPICE OF LIFE

Part of Eve's Costume.—Bessie came running to her grandmother holding a dry, prest leaf, obviously the relic of a day long gone by. "I found it in the big Bible, grandma," she said. "Do you s'pose it belonged to Eve?"—*Boston Transcript.*

When Greek is Useful.—"Do you believe in the study of Greek and Latin?"

"Sure," replied Farmer Corntossel. "Everybody has his rights. And a man who hasn't anything worth expressing in plain English ought to have something to occupy his mind with."—*Washington Star.*

Popular Science.—"I suppose you understand the science of government."

"To be frank," replied Senator Sorghum, "I'm not as strong on the science of government as I ought to be. I have meant to take it up, but I have been tied right down to my studies in the science of how to get reelected."—*Washington Star.*

Hospitality Explained.—A. E. Clark, editor of *The City Bulletin*, of Columbus, Ohio, was with a friend who was campaigning for the Red Cross. The friend knocked at a door and a voice said, "Come in."

His friend tried the door, then shouted, "It's locked!"

"Come in," repeated the voice, and the campaigner replied:

"It's locked."

"Come in."

"It's locked."

At that point a woman put her head out of a window next door and said:

"There's no one at home. You're talking to the parrot."—*Catholic Weekly Union.*

Earning His Fee.—In Mississippi they tell of a young lawyer retained to defend a man charged with the theft of a pig. The young man seemed determined to convince the jury that he was born to shine, and accordingly he delivered the following *exordium:*

"May it please the court and gentlemen of the jury, while Europe is bathed in blood; while classic Greece is struggling for her rights and liberties and trampling the unhallowed altars of the beardless infidels to dust; while the United States, entering the war, shines forth the brightest orb in the political sky—I, with due diffidence, rise to defend the cause of this humble hog-thief."—*Pittsburg Chronicle-Telegraph.*

When Experts Disagree.—The conversation turned to the subject of damage-suits, and this anecdote was recalled by Senator George Sutherland, of Utah.

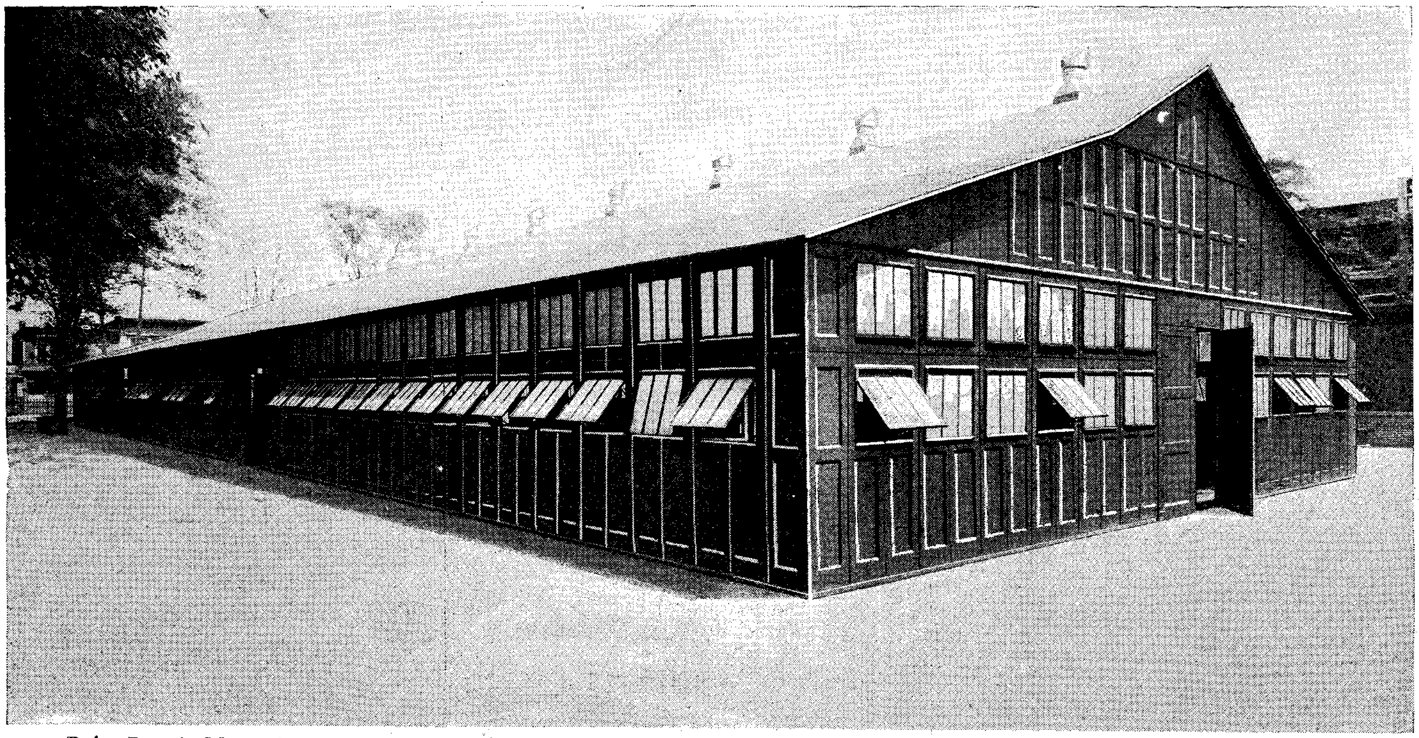
A man in a Western town was hurt in a railroad accident, and after being confined to his home for several weeks he appeared on the street walking with the aid of crutches.

"Hello, old fellow," greeted an acquaintance, rushing up to shake his hand. "I am certainly glad to see you around again."

"Thanks," responded the injured one. "I am glad to be around again."

"I see you are hanging fast to your crutches," observed the acquaintance. "Can't you do without them?"

"My doctor says I can," answered the injured party, "but my lawyer says I can't."—*Philadelphia Telegraph.*



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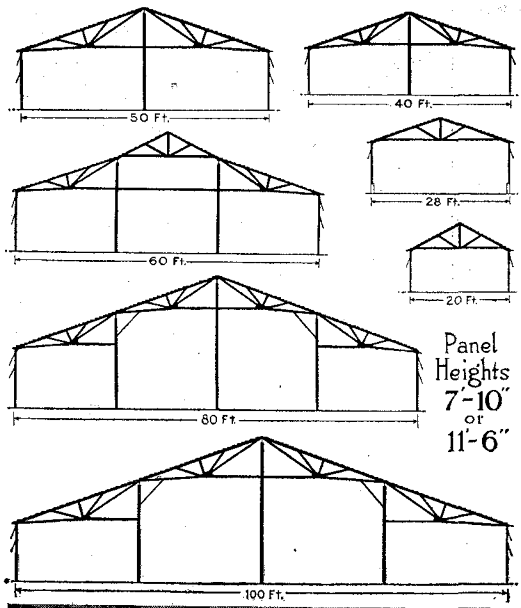

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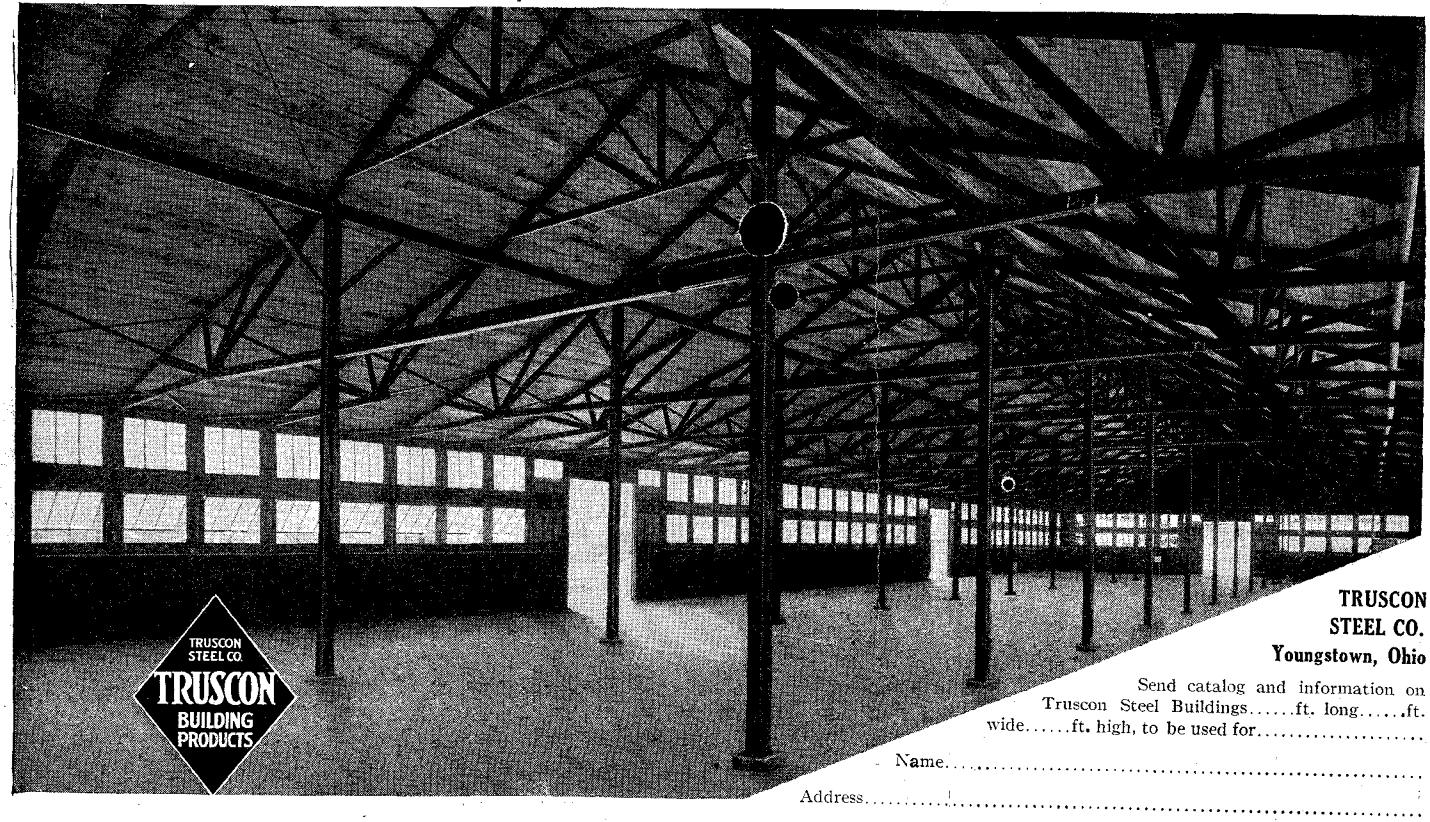

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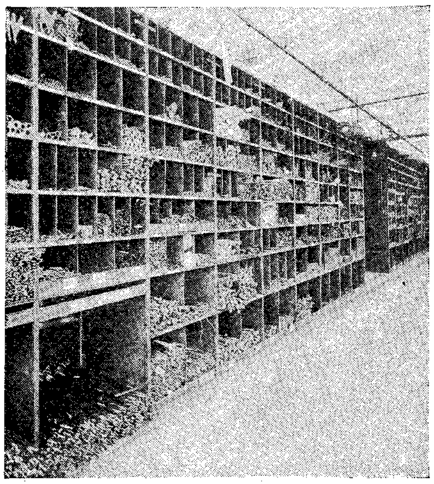

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CURRENT EVENTS

THE WAR

THE GERMAN OFFENSIVE

July 10.—London states that the French in the sector southwest of Soissons capture La Grille Farm, advance into the outskirts of Longpont, and penetrate the northern part of Corcy.

The French official report states that besides the above operations French troops in the Champagne carry out several successful raids, taking prisoners.

The British report the capture of nine machine guns, two trench mortars, and a number of prisoners during minor operations near Merris.

Berlin reports that the Allies, advancing in strong force, established themselves west of Autheuil and north of Longpont. On the adjoining sectors they were repulsed by German fire, it is stated.

July 11.—French official reports state that their troops take Corcy and the château and farm of St. Paul, including one officer, fifty prisoners remaining in their hands. Prisoners and a machine gun were taken in minor operations near Bussaires and in the region of Maisons-de-Champagne.

Berlin reports that a strong advance by the Allies northeast of Béthune was repulsed but that attacks prest back the German posts in the Savières region.

July 12.—The French official statement reports a brilliant attack on a three-mile front between Castel and north of Mailly-Raineval. Castel was occupied and all the objectives gained. More than 500 prisoners were taken.

The British report 120 prisoners and 10 machine guns captured in minor engagements southwest and northeast of Merris. Welsh troops raid German trenches near Hamel, capturing prisoners and a machine gun, destroying dugouts and inflicting severe casualties on the enemy.

The German report states that the activity increased on the battle-front to violent surprize attacks. Strong Allied thrusts southwest of Ypres and Bailleul and north of Albert are reported to have been repulsed. French activity is said to continue lively between the Aisne and the Marne.

July 13.—The French official report states that in a local action north and east of Longpont the French positions were advanced, notwithstanding enemy resistance, the Savières being crossed opposite Catife Farm. The number of prisoners taken on July 12 in the region of Montdidier was 600 and 80 machine guns, the French advancing their positions.

The British report successful minor engagements in the neighborhood of Vieux Berquin and Merris, 96 prisoners and a few machine guns being captured. The British losses have been exceptionally light.

Berlin reports violent artillery-duels on the west bank of the Avre followed by French partial attacks between Castel and Mailly, Castel being taken after artillery-preparation.

British casualties reported during the week ending to-day totaled 14,911 officers and men compared with 17,336 during the previous week.

July 14.—London reports that bad weather brings operations on the Front in France and Flanders almost to a standstill.

The British advance their lines by a successful operation east of Dickebusch Lake, capturing 260 prisoners.

Berlin reports lively artillery-action on the western bank of the Avre. An attack west of Château Thierry is said to have been sanguinarily repulsed.

July 15.—The German general offensive is resumed after violent artillery-preparations at 4:30 A.M., striking on both sides of Reims. The American forces holding the western side of the Marne salient meet the onslaught gallantly while the fighting develops along a front of sixty-five miles, extending around the bend of the Marne to Château Thierry and east along the Champagne line. Just east of Château Thierry the German advance is checked by the Americans who, in a counter-attack after the Germans had crossed the river, took 1,500 prisoners including a complete brigade staff. The Germans are driven back to their original position, not a German remaining on the south bank of the Marne in the American sector. East of Reims the French are reported to be holding like a stone wall. Berlin reports: "To the southwest and east of Reims we penetrated into parts of the French positions."

An Exchange Telegraph dispatch to London states that German long-range guns resume the bombardment of Paris.

July 16.—Paris dispatches state that the fighting on the Marne front continues with extraordinary violence. The London *Times* says the enemy has been emphatically checked. French and American forces fighting together have recaptured the village of St. Agnan, Hill 223, and La Chapelle-Monthodon.

The French official report states that the enemy, not able to resume the general attack broken up the day before, made violent effort to increase local successes. The advance of the enemy was retarded on the Marne, the French maintaining their positions on the line of Oeuilly-Leuvrigny. It is confirmed from orders found on prisoners that the attack on the Champagne front was carried out by fifteen divisions. South of the Marne the enemy was unable to advance beyond St. Agnan, La Chapelle-Monthodon, Lisières, and south of the Forest of Bouquiny. In this region the French took 1,000 prisoners. North of the Marne the French have held up the enemy in the outskirts of Chatillon. On the front east of Reims the Germans are unable to penetrate the French zone of defense.

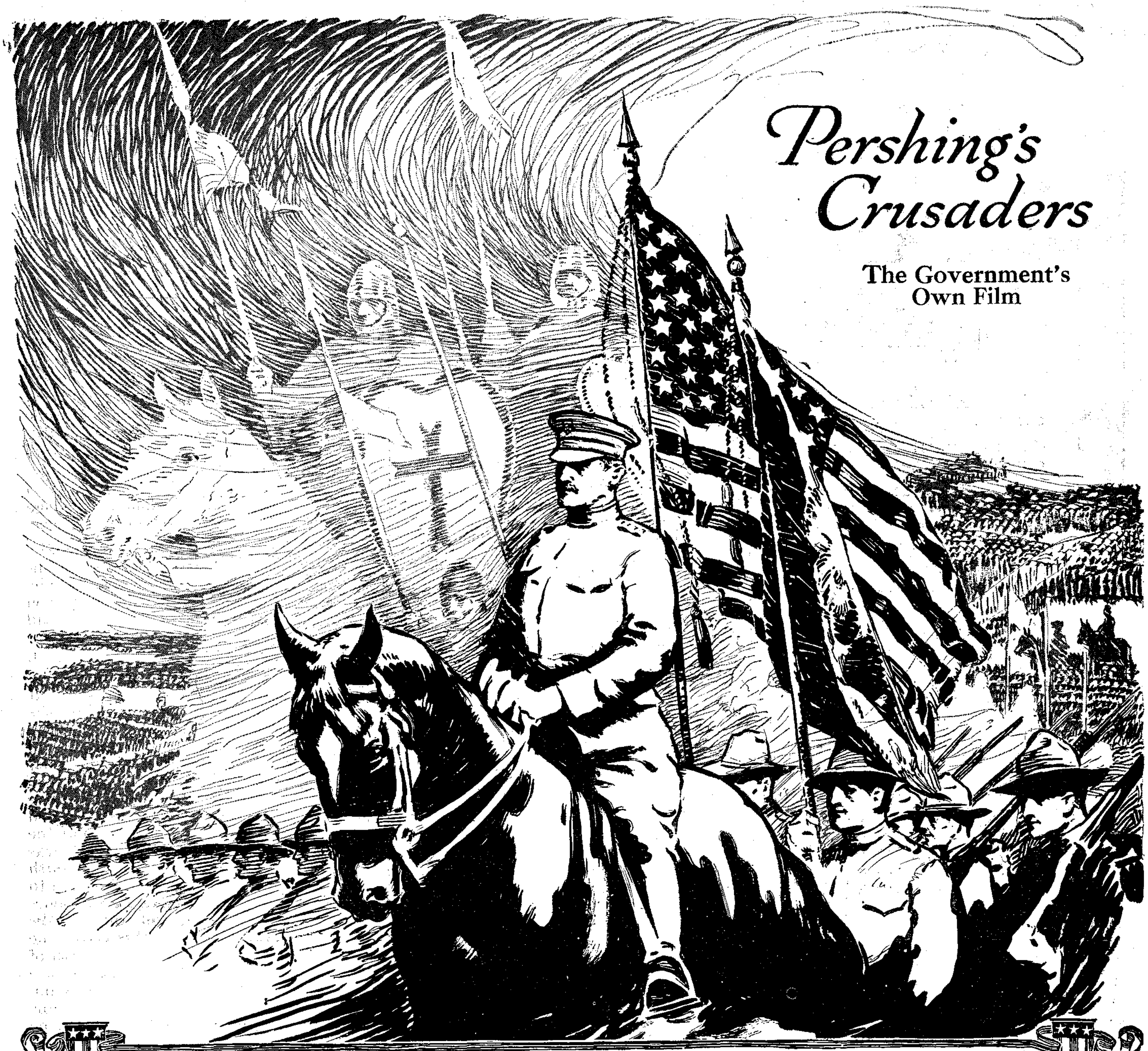
Berlin reports that the Army of General von Böhm crossed the Marne between Jaulgonne and east of Dormans. Infantry stormed the steep slopes on the southern bank of the Marne and under their cover bridges were constructed. The Allies were driven back toward their rear lines and the armies of Generals von Mudra and von Rinon are reported to have captured the first French positions in Champagne. The number of prisoners brought in is said to number more than 13,000. North of the Marne the Germans assert that they wrested from the French and Italians their first position between the Ardre and the Marne.

London states that reports from the battle-front show that the fifth great German offensive this year appears to have been checked after the first day's fighting.

AMERICA AT THE FRONT

July 9.—General Pershing's *communiqué* for yesterday states that there was brisk artillery-action in the section in Picardy occupied by the American troops. In the Marne sector the activity of the enemy's aerial forces was a significant feature of July 4–5, groups of eight and ten planes participating. An increase in the artillery-fire of the enemy was noted, but it is still much less than the American. An increase in the movement of traffic in the enemy's rear areas was noted.

July 10.—General Pershing's report states



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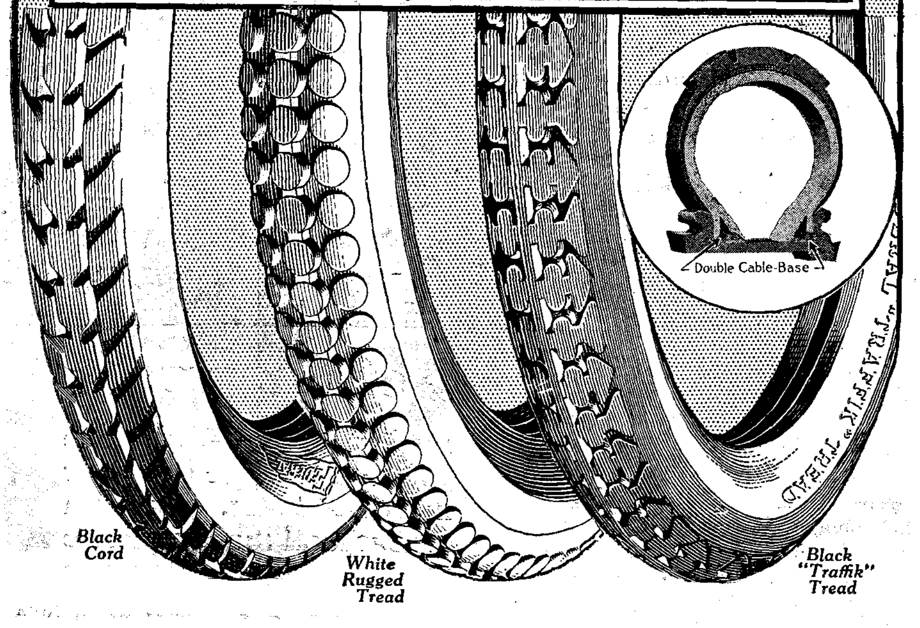

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that on July 5 and 6 the enemy's shell-fire was heavier than usual in the vicinity of Vaux, and much movement of troops was noted in the German rear. An increase of activity in battery-action is noted on July 6 and 7 with a considerable use of gas and high-explosive shells. The movement of troops and traffic in the rear continues abnormal. In the Marne sector conditions are reported to have been quiet.

July 11.—General Pershing reports that in the Marne sector from July 7 to 8 the enemy artillery fire was lighter. Nine officers and enlisted men have been awarded Distinguished Service Crosses for gallantry in action, and three were awarded posthumously to men who were killed while engaged in notable service. The American forces are reported to have been mainly active in artillery-work.

July 12.—Eleven full divisions of American troops, a total of more than 300,000 men, were in the first-line trenches in France on July 1, members of the House Military Affairs Committee are informed by the War Council.

The Distinguished Service Cross has been awarded to 11 more officers and men.

July 13.—General Pershing reports that in the Château Thierry region during July 9 and 10 the German artillery was unusually active.

General March announces the organization of the American forces in France into three Army corps, each comprising between 225,000 and 250,000 men. The total force in France now numbers 1,100,000.

July 14.—General Pershing reports activity on both sides in the Château Thierry region on July 10 and 11.

July 16.—Following are the American casualties to date, according to the latest figures from the War Department: Army: Killed in action (including 291 at sea), 1,684; died of wounds, disease, accident, or other causes: 2,471; wounded in action, 5,512; missing in action (including prisoners), 545. Following are the casualties in the Marine Corps: Killed in action, 419; died of wounds, disease, accident, or other causes, 206; wounded in action, 1,062; missing in action (including prisoners), 83.

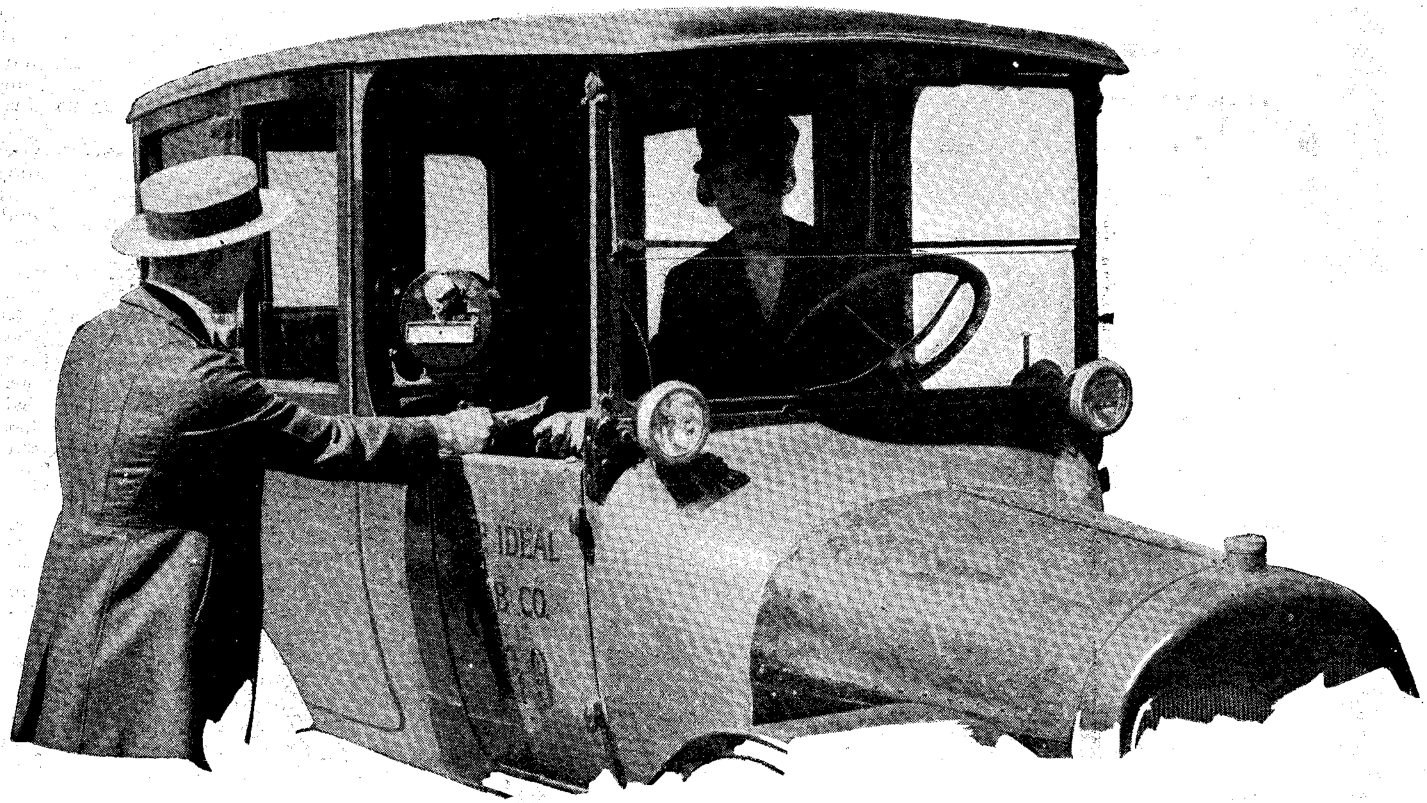
THE ITALIAN OFFENSIVE

July 9.—In Albania, according to the War Office statement at Rome, Italian cavalry, flanking the Malacastra Ridge and reaching the Austrian rear, destroy bridges over the Semini River. The Italian infantry capture Fieri and important heights between Levani and the Monastery of Pohani, taking 1,300 prisoners in the advance. Airplanes and guns are reported captured, together with much booty.

The French report states that all of the Bofnia crest between Cafa Recit and Mali Gjarperit is taken by French troops after bitter fighting. Five groups of enemy assaulting troops attempted to penetrate the French lines on the Macedonian front, but were repulsed, suffering serious losses.

The Austrian official report states that the Allied pressure continues in Albania and the French are admitted to have gained ground on the upper Devoli.

July 10.—A Paris dispatch states that rapid strides are being made by the French, British, and Italian forces in Albania, the offensive being pushed on a front of sixty miles. According to a dispatch from the War Office at Rome, the Italians have reached the west bank of the lower and middle Semini River, representing an advance of approximately 15 miles in three days. The Italian forces are now advancing along both sides of the Osum River.



How the Timken Taper Helped to Lower Taxi Fares

"Built so that it can endure the strain a taxicab is subjected to, in the hands of all kinds of drivers, and under all sorts of weather conditions, and with but one idea uppermost—LOW COST OF MAINTENANCE."

(Motto of the builders of the famous "Black and White" and "Yellow" Taxicabs.)

Rumble-tumble over cobbles and car tracks! Hurry, scurry over the asphalt! Round the corners—pass the street cars—through the traffic—the taxi never has time to waste.

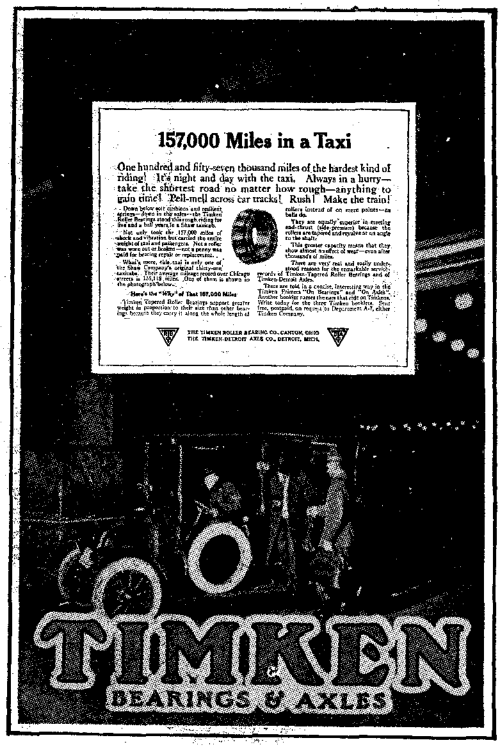
It must be built for any road and all hours, for its job is to get the traveler to his train on time, to rush the injured to the hospital, or to meet the important business engagement.

The Shaw Livery Co. builds taxicabs to give emergency service at ordinary rates.

Years ago they wore out twenty cars in that service in Chicago. Then they decided to build their own cars. In the old cars were a few parts that *didn't wear out*—including Timken Bearings, which had already averaged over 150,000 miles of service.

Today the Shaw company builds taxis for other companies. In New York, Philadelphia, Boston, Washington, Detroit, Cleveland, St. Louis, San Francisco, Seattle and many other cities the familiar black and white or yellow cabs are repeating the story of Timken Quality and Timken endurance that was told by their predecessors in Chicago.

No car-owner needs a better demonstration of the relation of Timken Bearings to satisfactory performance and low cost of maintenance.



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What's more, this taxi is only one of the Shaw Company's original thirty-one taxicabs. Their average mileage record over Chicago streets is 135,118 miles. One of them is shown in the photograph below.

Here's the "Why" of That 157,000 Miles

Timken Tapered Roller Bearings support greater weight in proportion to their size than other bearings because they carry it along the whole length of rollers instead of on mere points—as balls do.

They are equally superior in meeting end-thrust (side-pressure) because the rollers are tapered and revolve at an angle to the shaft.

This greater capacity means that they show almost no effect of wear—even after thousands of miles.

There are very real and easily understood reasons for the remarkable service records of Timken-Tapered Roller Bearings and of Timken-Detroit Axles.

These are told in a concise, interesting way in the Timken Primers "On Bearings" and "On Axles". Another booklet names the cars that ride on Timkens. Write today for the three Timken booklets. Sent free, postpaid, on request to Department A-7, either Timken Company.

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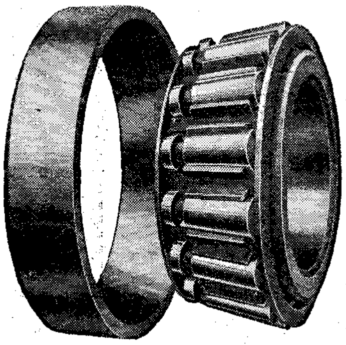
THE TIMKEN-DETROIT AXLE CO., DETROIT, MICH.

This advertisement, published in 1914, told the story of the twenty sets of Timken Bearings whose performance is responsible for one of the standard specifications of all "Black and White" and "Yellow" Taxicabs today.

THE TIMKEN ROLLER BEARING COMPANY
Canton, Ohio

TIMKEN BEARINGS
FOR MOTOR CAR, TRUCK & TRACTOR



The French report states that Cafa Guripwere, the highest point of Kosnitza Crest, has been occupied by the French in conjunction with the Italians. The Austrians retired in disorder to the Tomorica Valley.

The Austrian official report states that in the face of pressure from strong enemy forces, the Austrian southern Albanian front has been withdrawn across the Berat-Fieri line.

July 11.—London reports that Italian troops in Albania are forcing the Austro-Hungarians steadily back along the foothills on the coast. The French official report of the operations states that French troops have occupied Kosnitza Crest and all the villages in the Tomorica Valley up to Dobreny. The Italians captured the heights of Cafa Glumaka, taking 250 prisoners. The town of Berat is occupied by the Italian forces and their French allies. British monitors are reported to have assisted the French and Italian troops in reaching Fieri.

July 12.—The report of the Rome War Office states that in Albania the Italians are clearing the ground from which the Austrians were driven and gathering the booty. Three cannon, eight mountain guns, four trench-guns, and two trench mortars have been found. An attempted enemy attack at Cornone failed with heavy loss.

The French report states that their troops continue to progress in Albania, occupying the heights of Kayani on the right bank of the Devoli River. The whole mountain region on the left bank, with the exception of the heights that dominate the confluence of the Devoli and the Tomorica, has been cleared. More than 400 prisoners have been taken.

July 13.—The Italian report states that large enemy detachments attacking the Italian positions on the Cornone slope were driven back to their trenches at the point of the bayonet. East of the lower Devoli retreating columns of the foe were dispersed by the Italian forces.

The French report states that in Albania the enemy has retreated on an organized line delimited by Pashtani, Selchani, Hill 500, the confluence of the Tomorica and the Devoli, and Kurshova. Prisoners taken by the French troops now number 470.

July 14.—London dispatches state that the British, Italian, and French troops are still pushing on in Albania and on the Macedonian front. In Albania the French drive the enemy from Hill 500 and from the village of Narta at the confluence of the Tomorica and Devoli Rivers. All information is to the effect that the enemy's position in southern Albania is seriously compromised.

July 15.—A Paris dispatch states that French pursuit columns, acting with the Italians in Albania, continue to push the Austrians in the Devoli Valley. On the outskirts of Chekini and Cruja newly organized Austrian defense positions were met, where fifty prisoners were taken. An Austrian counter-attack at Cornone was broken up. The Austrian report states that the enemy is gradually pressing forward against the new Austrian lines of resistance.

THE WAR IN THE AIR

July 9.—A London dispatch states that the marked inactivity of the enemy airmen on the Western Front is interpreted as meaning that the German airplanes are being collected behind the lines for a new offensive.

The official British report states that during July 8 much photographic and reconnaissance work was done. Seven enemy planes were destroyed and six driven down out of control. Four

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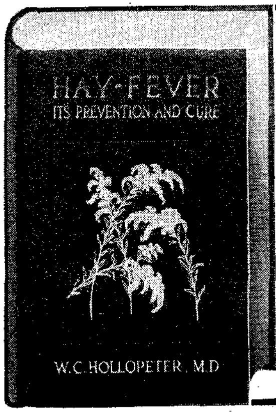

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British machines are missing. During the period between July 4 and 7 air-force contingents of the Navy bombed the Ostend docks, Zeebrugge, and Bruges. At the latter place, direct hits were made on a submarine shelter, and on merchant ships. Sixteen hostile machines attacked a British formation. Three of the enemy machines were destroyed and three driven down. All the British machines returned. In an engagement lasting fifty-five minutes between seven hostile machines and three large British seaplanes, two hostile planes were destroyed. The British machines returned safely.

The German official report states that 18 Allied airplanes were shot down on July 8.

Figures made public dealing with the ten days' Austro-Hungarian offensive in June, show that the Allies, including American pilots, operated 120 chaser planes and destroyed 107 Austrian airplanes and seven observation balloons. The Allies' losses were seven airplanes and three balloons. Three Allied pilots were killed and six wounded. Seven are missing.

In a summary of the aerial and long-range bombardment of Paris the *Temps* says: "The first successful raid of importance took place on the night of January 30–31 last when 55 persons were killed and 203 wounded. Up to June 30, 1918, there were twenty raids by *Gothas*, and the bombardment by the long-range guns took place on thirty-nine days. From January 1 to June 30 the killed numbered 141 and the wounded 432, according to the official statements. These totals did not include persons who subsequently died from wounds nor the 66 persons who were crusht to death in a panic during a raid on March 11."

London reports a battle between five German seaplanes and a British submarine off the east coast of England on July 6, in which one officer and five men were killed and the submarine slightly damaged. It was towed to port. The German report of the engagement says that the British submarines *C-35* and *C-51* were badly damaged in an encounter with two squadrons of German seaplanes at the mouth of the Thames. The *C-35* was in a sinking condition when last seen.

July 10.—A dispatch from the Headquarters of the American Army in France states that in a fight north of Château Thierry Lieut. Quentin Roosevelt brought down his first German airplane. Lieut. James A. Meissner, of Brooklyn, brings down an enemy two-seated airplane over Château Thierry, thus becoming an ace.

The French report the destruction of two enemy planes during the fighting on the Italian front.

Seven German airplanes were brought down and two captive balloons set on fire by the French on July 8.

London reports that more than fifty girls were killed during a German air-raid on an ambulance park at La Panne, Belgium. One of the bombs struck a villa where the girls were engaged making bandages.

London reports that Maj. J. B. McCudden, who shared with Major Bishop the honor of being the most distinguished British flying man, was accidentally killed in France on July 8.

The British official statement on aerial operations states that on July 9, on the northern part of the British front, nine German planes were destroyed in air-combats and a hostile scout brought down by anti-aircraft-fire. Fourteen tons of bombs were dropt with good effect on selected targets over the line. Three British machines are missing.

The French report on aerial operations

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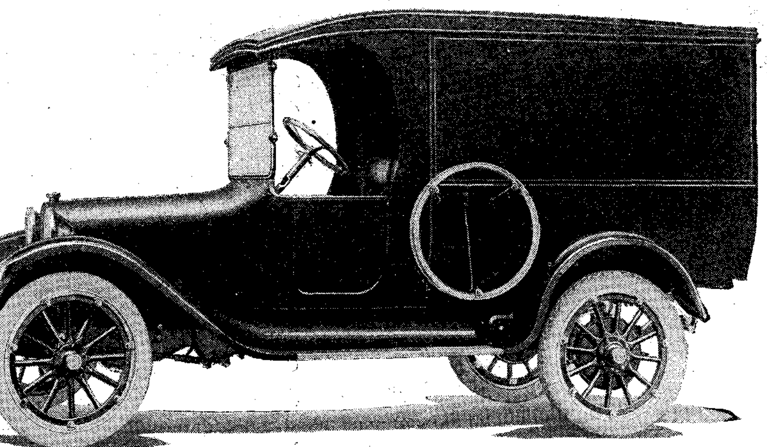

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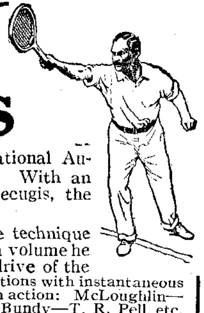

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Dallas Times-Herald
El Paso Morning Times
Fort Worth Record

Fort Worth Star-Telegram
Galveston News
Galveston Tribune
Houston Chronicle
Houston Post

Waco News
Waco Times-Herald

Prepared by Southwestern Advertising Company, Dallas, Texas states that during the month of June 150 enemy airplanes were brought down, 181 seriously damaged, and 31 captive balloons set on fire. Bombing-planes dropt more than 600 tons of projectiles.

Berlin reports that on July 11 five American airplanes, in a squadron of six, intending a raid on Coblenz, fell into the hands of the Germans, the crews being prisoners.

The official communication on British aerial operations states that on July 10 seven enemy machines were destroyed, and six driven out of control. Four British machines are missing.

July 12.—General Pershing confirms the German report of the loss of five American airplanes, while Berlin reports that the sixth airplane of the squadron was shot down also.

British air-force contingents, acting with the British Navy, dropt half a ton of bombs on the city of Constantinople on July 7, the Admiralty announces.

The British official statement announces that three hostile machines were destroyed on July 11 and two driven out of control. Three British machines are missing. Nine tons of bombs were dropt on railway junctions inside the German lines.

July 13.—The British official statement on aerial operations announces that in one year on the Western front the Royal Air Force has accounted for 3,233 enemy airplanes, while the Naval airmen shot down 623, a total of 3,856.

July 14.—London reports that 12 enemy planes were destroyed on July 13 and four driven out of control. Three British machines are missing.

July 15.—The official British report states that on July 14 nine hostile machines were brought down and three balloons were shot down in flames. Five British machines are missing.

July 17.—A Paris dispatch states that Lieut. Quentin Roosevelt was killed when his airplane was brought down in flames during a fight near Château Thierry on July 14. A dispatch of that date from the Headquarters of the American Army, but delayed by the censor, reported Lieutenant Roosevelt as missing after a running fight with German airplanes.

NAVAL OPERATIONS

July 12.—A dispatch from an Atlantic port states that the Norwegian bark *Manx King* was sunk by a German submarine on July 6, when 300 miles off Cape Race. The survivors were picked up by a British steamship.

A Washington dispatch states that an American naval launch, while towing a disabled American seaplane to safety, was sunk by German shore batteries, two of her crew probably being drowned.

THE CENTRAL POWERS

July 9.—A Paris dispatch states that the reports that Dr. Richard von Kühlmann, German Foreign Minister, had resigned are confirmed, and a Copenhagen dispatch says the Kaiser has accepted the resignation.

July 10.—A Rome dispatch states that advices from a Swiss source report the Kaiser as having gone home from the French front because of an attack of "Spanish grippe."

July 12.—A dispatch from Italian Army Headquarters states that Austrian prisoners confirm the reports that noblemen, fearing a revolution, are selling their estates in Bohemia and Moravia.

A serious mutiny among the Austrian troops in one of the occupied districts of Servia is announced by the Servian press bureau at Corfu.

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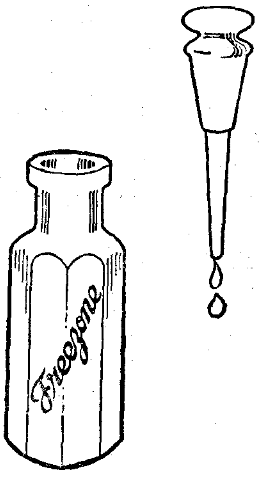

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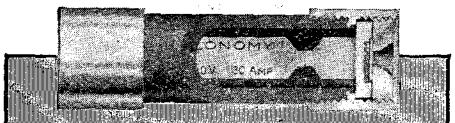

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July 13.—According to *Les Nouvelles*, a newspaper published at The Hague, Field-Marshal von Hindenburg is dead from congestion of the brain, following a stormy interview with the Kaiser.

July 14.—An Amsterdam dispatch states that Baron von dem Bussche-Haddenhausen, German Under-Secretary for Foreign Affairs and at one time secretary to the German Embassy at Washington, has been appointed Minister to Norway in place of Admiral von Hintze, the new German Foreign Secretary in succession to Dr. von Kühlmann.

THE SITUATION IN RUSSIA

July 11.—A London dispatch states that a Russian official statement received from Moscow by wireless reports that the Czecho-Slovak forces in the Volga region have been defeated by Government troops, and in Siberia are said to be retreating before a counter-offensive of the Bolsheviki. A Reuter dispatch from Peking states, however, that all of western Siberia is in control of the Czecho-Slovaks, and that the Bolsheviki have been overthrown from Tobolsk to Semipalatinsk, 750 miles to the southeast, near the Chinese frontier. An official Russian wireless announces that General Muravieff, Commander of the Bolshevik forces, accused of treason, kills himself.

Swedish newspapers publish a statement by a Swede who has just returned from Moscow to the effect that Alexis Romanof, son of the former Russian Czar, has been killed by a Russian soldier by means of a bomb.

July 12.—Dispatches to London from Harbin state that General Horvath, director and general manager of the Chinese Eastern Railroad, has proclaimed himself Premier of the temporary Siberian government.

July 13.—A dispatch from Harbin states that the Czecho-Slovak forces have defeated the Bolsheviki near Chita. General Horvath proclaims himself Provisional President and members of the Siberian government start for Nikolsk to open negotiations for an alliance with the Czecho-Slovaks. The Czecho-Slovaks are receiving the assistance of 1,500 Cossacks and Chinese and Japanese volunteers.

July 14.—According to a Rotterdam dispatch, British forces after landing on the Murman coast occupy the port of Kem on the White Sea.

July 15.—A London dispatch states that American and British troops have occupied the whole of the Murman coast in northern Russia.

London states that Czecho-Slovak troops have captured the city of Kazan 430 miles east of Moscow, thus becoming the masters of the government of the lower Volga, says a dispatch to the *Berliner Tageblatt*.

Several hundred persons are dying daily in Petrograd from cholera, according to travelers arriving in Stockholm.

OPERATIONS IN AMERICA

July 9.—A Washington dispatch states that according to the Fleet Corporation, American shipyards delivered 23 vessels, of 122,771 tons, ready for service after inspection, during the week ending on July 4. This is an average of 3.8 ships for each working day.

Following the arrest of Edward A. Rumely, publisher of the New York *Evening Mail*, the bondholders of the old *Mail and Express* take control of the property. Washington dispatches state that further prosecutions are likely.

July 10.—A dispatch from Wichita Falls, Tex., states that Second-Lieut. Harry J. Ross, of Philadelphia, an instructor, is killed when his plane falls 100 feet. Lieutenant L. C. Giddings, of Duluth, Minn., is killed and Cadet Edward C. Darlington, of Washington, is injured when their airplane dropt 800 feet at Scott Field, near Belleville, Ill.

July 11.—Julius Pirnitzer, a Hungarian and former president of the Transatlantic Trust Company, of New York City, is arrested after an investigation by United States authorities. Andrew Gomary, Guido von Steer, said to have been private secretary in the Cabinet of the late Emperor Francis Joseph, and Dr. Isador Szekely are also under arrest in the crusade against enemy propaganda.

July 12.—Chief Quartermaster W. F. Beham, of the Naval Reserve Flying Corps, is killed during a flight over Great South Bay, L. I.

July 13.—Government control of the telegraph and telephone wires of the United States during the war wins in the Senate by a vote of 46 to 16.

July 14.—Washington announces that China has joined with the United States in ship-construction work, and that four vessels of 10,000 tons each will be started at once in the Kiangnan Dock and Engineering works at Shanghai.

July 15.—A Washington dispatch states that contracts for thirty cargo-carriers and twenty troop-ships have been let by the Emergency Fleet Corporation. Thirteen Japanese shipyards are to build the carriers. The troop-ships will be built by the Bethlehem Shipbuilding Corporation at Alameda, Cal. Total contracts now let to the Japanese provide for 380,000 tons of shipping, costing $78,000,000, $20,000,000 of which has been advanced.

Washington announces that up to July 5, 450 American-built battle-planes have been sent abroad or delivered at ports for shipment.

FOREIGN

July 9.—An Amsterdam dispatch states that Jonkheer J. Loudon, Minister of Foreign Affairs, is to be appointed Dutch Minister at Washington.

A London dispatch states that John Robert Clynes, parliamentary secretary of the Food Control Department, has been appointed Food Controller to succeed the late Viscount Rhondda.

A trades-union *internationale* of 9,000,000 members was proposed at a private conference in London of more than 2,000,000 British trades unionists to replace the former organization whose headquarters are in Berlin.

July 10.—At a concert given by the Belgian orchestra in Albert Hall, London, where an audience of 8,000 persons were assembled with King George and Queen Mary, who had as their guests the King and Queen of the Belgians, Lord Curzon announced that the royal guests had reached England by air, each traveling in a separate seaplane piloted by an Army aviator and guarded by an escort of three seaplanes.

July 12.—A London dispatch states that the King and Queen of Belgium returned to France by airplane, making the trip in thirty minutes.

DOMESTIC

July 12.—President Wilson vetoes the amendment to the agricultural appropriation, fixing the price of wheat at $2.40 a bushel.

July 13.—The Spanish tramp ship *Serantes* is destroyed by fire off South Brooklyn, N. Y. Four of her crew were burned to death.

July 15.—A Washington dispatch states that the appropriations for the fiscal year 1918–19 total $24,001,450,000, made up of $18,665,450,000 in direct appropriations and $5,336,000,000 in authorizations.

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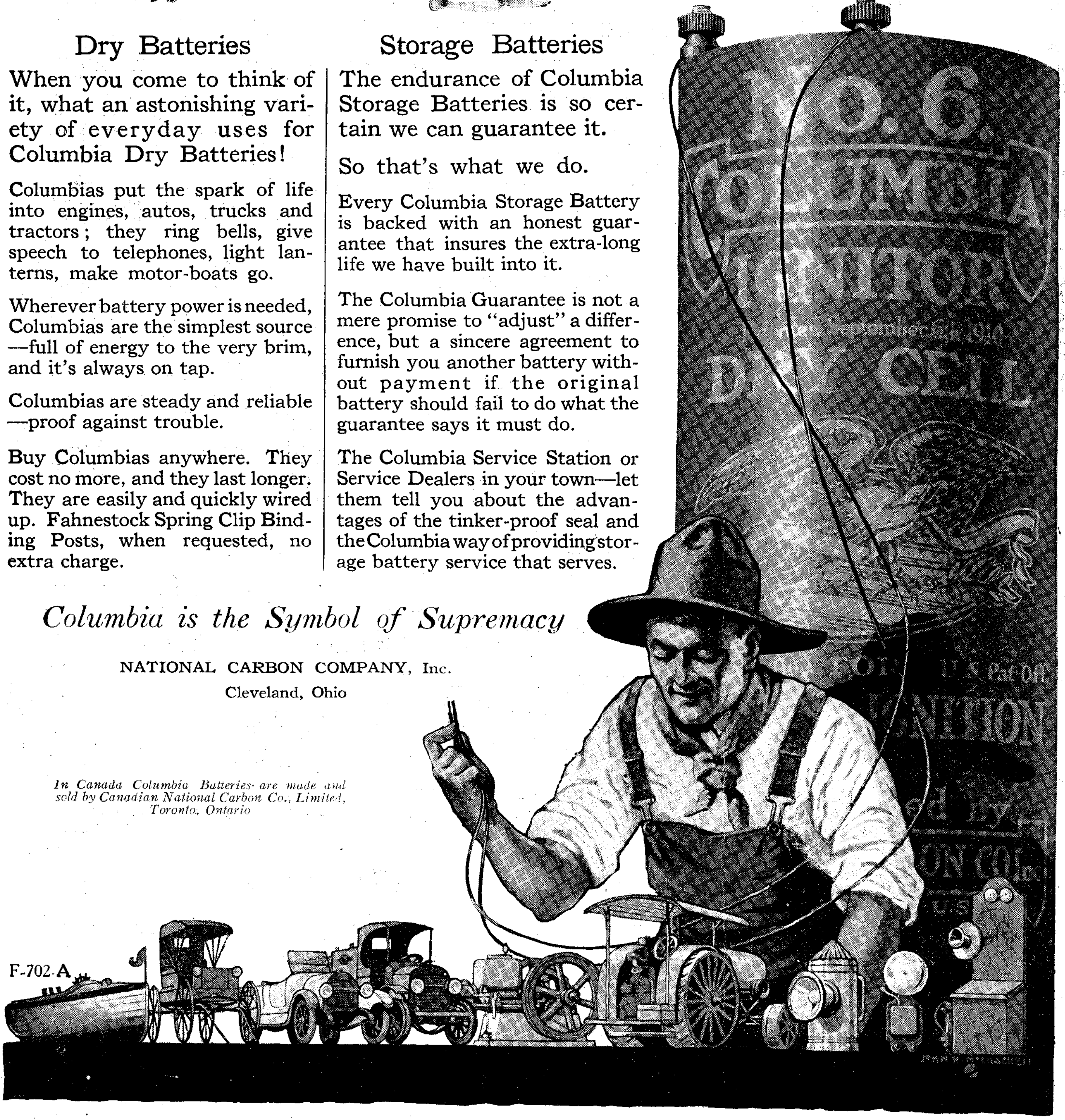

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INVESTMENTS - AND - FINANCE

WHAT THE WAR HAS ALREADY COST THE WORLD

A TABLE of the cost of the war in so far as it has added to the permanent debts of nations—that is, to their bonded debt—was recently compiled for the National City Bank. The computation includes the increases in bonded indebtedness, and makes allowance for conversion of previous issues, but does not take into consideration sums raised by taxation nor losses in property existing before the war. Besides belligerents, the compilation includes Spain, Holland, and Switzerland, three neutral nations whose proximity to the war-zone has made heavy military preparations necessary:

United States (including War-Stamps)	$10,220,990,650
Great Britain (including War-Stamps)	13,483,399,000
France	6,808,300,000
Russia	5,175,000,000
Italy	2,537,000,000
Canada	862,225,000
Australia	673,000,000
New Zealand	97,330,000
India	171,000,000
Total for Allies	$40,028,244,650
Germany	$20,754,000,000
Austria	5,914,000,000
Hungary	2,146,000,000
Turkey and Bulgaria not given	....
Total for Central Powers	$28,814,000,000
Switzerland	$140,805,000
Holland	412,500,000
Spain	195,000,000
Total for neutrals	$748,305,000
Grand total	$69,590,279,650

To this compilation, as summarized in the Philadelphia *Inquirer*, was added a rough estimate that a further sum of $20,000,000,000 had been raised in all these nations by direct taxation, of which this country and Great Britain have furnished one-half. Another estimate is that floating debts not yet funded amount at least to $10,000,000,000, which would make a grand total of about $100,000,000,000 as the bonded cost to date. This does not include sums spent by separate states and cities of Germany, amounting to a large sum, nor an estimated $10,000,000,000 Germany has consumed of substance existing when the war broke out. France has lost billions in the destruction of her cities in territory occupied by Germany. The losses in Bulgaria, Turkey, Roumania, and elsewhere can not be estimated, "but it is likely that, taking everything into consideration, the war has cost the world $140,000,000,000, which comes fairly close to the total value of all the property in the United States in 1914."

So far the funded debt is only about one-half the total cost. While the total is very large, it is much less than has been estimated commonly, and "for the reason that refunding loans had not been taken into consideration." It is predicted by the compiler of the estimates that the coming twelvemonth is likely to be "the most expensive of the war, but so far the nations seem able to stand the cost." How they will manage to recuperate, he says, is "an entirely different problem."

Germany's debt is by far the heaviest of all and she has raised least by direct taxation. The cities and states of Germany have thus far spent about $7,000,000,000 on their own account, which would give a funded debt to the German people about twice that of Great Britain. The statement "is encouraging to the extent that it shows the world is not burning up all of its substance, but that Germany is doing so faster than any other nation."

AFTER-THE-WAR RIVALS OF GERMAN SHIPPING

It is now estimated that a good two-thirds of the collective German trade-fleet, through seizure or capture, has fallen into possession of Germany's enemies, has been sunk, or is greatly imperiled. At the same time, German overseas-shipping firms, despite the absence of any income worth mentioning, have been obliged to spend enormous sums for keeping their ships lying in neutral harbors in good condition, such as for harborage, and for the hire and support of seamen on these ships. Besides these outlays, there have been taxes at home, the cost of keeping in condition ships lying at home, the usual business expenses, the support of employees who have joined the colors and of their dependents. Handsome profits which some of the large German shipping firms have gathered since 1916 through the transportation of iron ore and coal in the Baltic Sea can, in the face of these expenditures, hardly be considered as offsets of more than a drop upon a hot stone. So writes a correspondent in Washington of the New York *Journal of Commerce*, who says further:

> "The shipping companies of neutral and enemy countries have earned altogether fantastic sums during the years of the war. They have thereby not only been in a position to declare dividends of unprecedented size, but have in addition to this transferred vast sums to reserve and emergency funds, whereby their ability to compete against the weakened German shippers has increased. There have, furthermore, arisen in the neutral countries a lot of new and, at the same time, exceptionally well-capitalized shipping enterprises that will have a weighty word to say in shipping rivalries after the war. In Norway, there were established in 1915 no fewer than 488 new shipping firms with a total capital of 120,000,000 crowns (at normal exchange the crown is worth $0.268 United States currency); in 1916, 459 more firms, with a collective capital of 353,400,000 crowns (according to other estimates actually 550,000,000 crowns).
>
> "How large the profits of the shipping companies of the neutral and hostile countries are may be indicated through a few examples. Norwegian shipping firms, which have paid the highest dividends of all (up to 400 per cent.), can here be ignored, as it is our purpose to describe the alterations in the regular navigation service, and the Norwegian shipping undertakes principally tramp service. Important, on the other hand, are the figures for the Swedish firms, which before the war were considerable feeders of the standard German lines, but which have now become so strong that they have entered upon the regular service themselves or have extended and solidified already existing lines to such an extent that German lines can hardly count on the Swedish traffic in the future. The amounts, for instance, for the year 1916 were:

Shipping Firm	*Stock, Crowns*	*Net Profits, Crowns*	*Reserve and Emergency Funds, Crowns*
Svea	8,400,000	10,000,000	2,300,000
Swedish-Amer. Line	4,700,000	9,950,000	2,300,000
Swedish Lloyd	5,800,000	8,530,000	3,100,000
Transatlantic	4,500,000	12,400,000	4,000,000
Swed. E. Asiatic Line	4,000,000	6,200,000	1,200,000
Swed.-Amer. Mex. Line	2,800,000	2,830,000	*

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* Data not available.

"In 1917 the expansion of Swedish lines made still greater progress—above all, that of the firm Transatlantic, in Goteborg, which, before the war, was an insignificant firm, capitalized at 2,400,000 crowns. This company had at the end of 1917—after several increases in capital which came partly through the distribution of free shares—a capital of 12,000,000 crowns; and, after consolidation with the Sweden-America-Mexico Line (which likewise can look back over a brilliant development during the war), a transportation capacity of 172,000 tons. Of late the Transatlantic is said to have undertaken an additional increase in capital of 1,200,000 crowns in order to take over the bonds of the Viking Company. This consolidation would give the Transatlantic concern a fleet of forty-four vessels with a carrying capacity of 216,000 tons. In addition, ten steamers, of 8,000 tons capacity each, are said to have been ordered. The company intends to extend still more its lines, which now go to all parts of the globe, especially those to North and South America; and, when it gains control over considerable ready money, it will constitute a competition against the German North-American lines and against the Hamburg South-American steamship companies that must be taken very seriously.

"Of great importance for an estimate of the future of our shipping combines is the progress which the two largest Danish lines—the Forenede, which sails to North America; and the Estasiatisk Kompagni, which, as the name suggests, runs lines to East Asia—have made during the war. The Forenede, for instance, made in 1916, with a stock capital of 30,000,000 crowns, a net profit of no less than 40,000,000 crowns, of which a good 10,500,000 crowns was allotted to the reserve and emergency funds. The collective reserves of this company amounted to more than 26,000,000 crowns at the end of 1916; and its bank credits totaled 44,000,000 crowns.

"The large Dutch shipping firms have likewise made enormous profits. The following table presents their results for 1916 (the Dutch florin, or guilder, is worth $0.402 United States currency at normal exchange):

Shipping Firm	*Stock Capital, Florins*	*Net Profits, Florins*	*Reserve and Emergency Funds, Florins*
Holland-Amer. Line	12,000,000	26,500,000	10,200,000
Stoomvaart Mij. Nederland	19,000,000	18,600,000	8,800,000
Kon. Nederl. Stoomboot Mij	15,050,000	19,000,000	7,800,000
Rotterdamsche Lloyd	15,000,000	15,100,000	12,600,000
Kon. Holland Lloyd	10,000,000	10,900,000	2,000,000

"The example of the Holland-America Line shows best what enormous progress took place in the inner consolidation of the Dutch firms. The reserve of this company, which in 1913 amounted to 6,600,000 florins, grew to 24,800,000 by the end of 1916—in other words, surpassed the previous stock capital (which in the meantime had been increased by 15,000,000 florins) by more than double. In addition, the company has available funds amounting in all to 21,700,000 florins. The reserves in the Nederland company, which have increased in the same period from 6,700,000 to 23,000,000 florins, exceed the capital by 4,000,000 florins. The available funds of the Rotterdamsche Lloyd amounted at the end of 1916 to about 25,000,000 florins, with a share capital of 15,000,000 florins and a ready reserve of 16,000,000 florins.

"But the business successes of the neutral European shipping firms are far surpassed by the earnings of the Japanese overseas lines. Thus the largest Japanese shipping firm, Nippon Yusen Kaisha, that sails from East Asia to all the imporant shipping markets, had a net profit in the summer half-year 1916 of 19,780,000 yen (the Japanese yen is equivalent to $0.498 United States currency); in the winter half-year 1916–17 actually 22,150,000; in a single fiscal year it earned, therefore, about 42,000,000 yen. The company's capital stock amounted at the end of the fiscal year 1916–17, after a previous increase through

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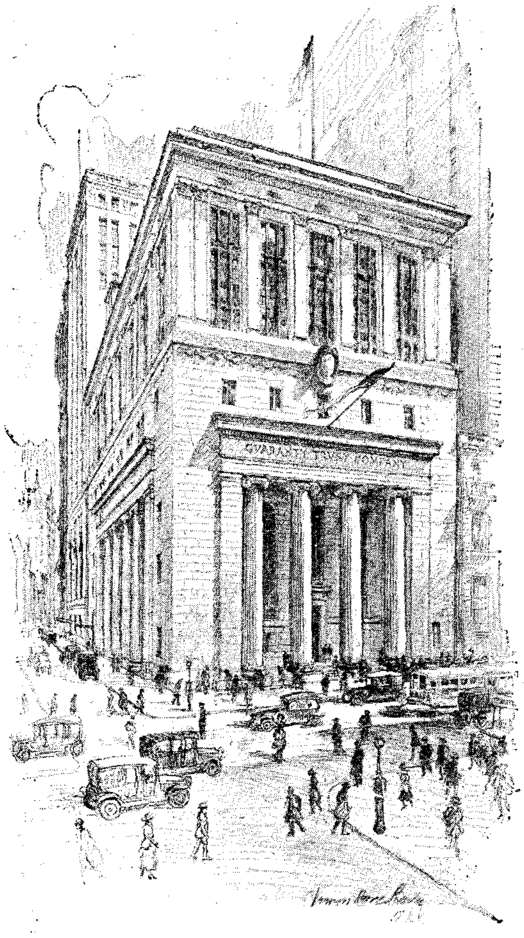

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the distribution of free shares, to 27,500,000 yen, the net profits of this single company being thus about 15,000,000 yen more than the amount of the capital.

"The company's fleet has grown considerably. The total available reserves amount to nearly 63,000,000 yen. Of ready money the company had at its disposal at the end of March, 1917, 55,300,000 yen. According to reports on hand, the company is supposed to have raised sums for the construction of ships to replace the ones lost, in accordance with the provision for the reconstruction of the German merchant marine, yet, on the other hand, the sums to be paid out according to the law are so adjusted that even in the most favorable cases the shipping firms have at least to bear a portion of the cost of reconstruction equivalent to the value of the ship in peace times. The indebtedness of the shipping firms will, therefore, in spite of the law, be subjected to a still greater increase before they obtain possession of sufficient tonnage to enable them to resume the struggle for their former fields of activities. This fact alone reveals plainly enough that the law amounts much less to a patronage of the shipping concerns than a measure for the extension of German foreign trade, of German economic life in general, which without a speedy reconstruction of the German merchant marine would have to pay millions of marks yearly to foreign countries, if any even approximately sufficient tonnage be put at its disposal at all, considering the scarcity of ocean-going vessels.

"The material presented above proves in addition how little the immediate bourse speculation in shipping stocks ensuing upon the publication of the law is actually justified. German shipping firms will have to apply every possible energy and influence in order to reconquer their former place in the sun. As things are situated there need be expected no handsome dividends for years to come, even should the high freight-rates now prevailing be paid for any considerable time after the war, which possibility is justly doubted in shipping circles. The profit of the first few years will in all likelihood be appropriated, for the most part, for the immediate payment of the obligations assumed during the war and for those to be assumed for the reconstruction of ships, as well as for the completion of the reserve funds, which naturally will have to be put to considerable use."

A Compromise à la Hun.—Secretary Daniels said at a dinner in Washington:

"The Germans are already beaten, and we must not listen to their pacifist talk about a compromise peace.

"Compromise! Compromise makes me think of the story of Calhoun Clay.

"Cal said to Washington White one evening.

"'Ye know, Wash, I useter steal, but since I got religion I guv it up. Last night, tho, in Peter Smith's shoe-store I seen a pair of cowhide boots jest my size, No. 14, and the devil he says to me, "Take 'em, take 'em," but the Lord say, "No, let 'em alone; it's stealin'."

"'You bet, Wash, I was tempted. I sure wanted them boots. Mine was all busted out at the back and sides. Yep, me and the devil both said, "Take 'em." The Lord said, "No, it's stealin'"; but there was a majority of two to one agin' the Lord. And just then Mr. Peter Smith went inside, and there was my chance.

"'The devil said, "Take 'em quick now and skedaddle." I knowed I could take 'em and stick 'em under my coat, and get right away without nobody ever knowin'. But bress the Lord! Bress the Lord! Bress the Lord, I stood the temptation, Wash. I compromised, and took a pair of shoes.'"—*Detroit Free Press.*

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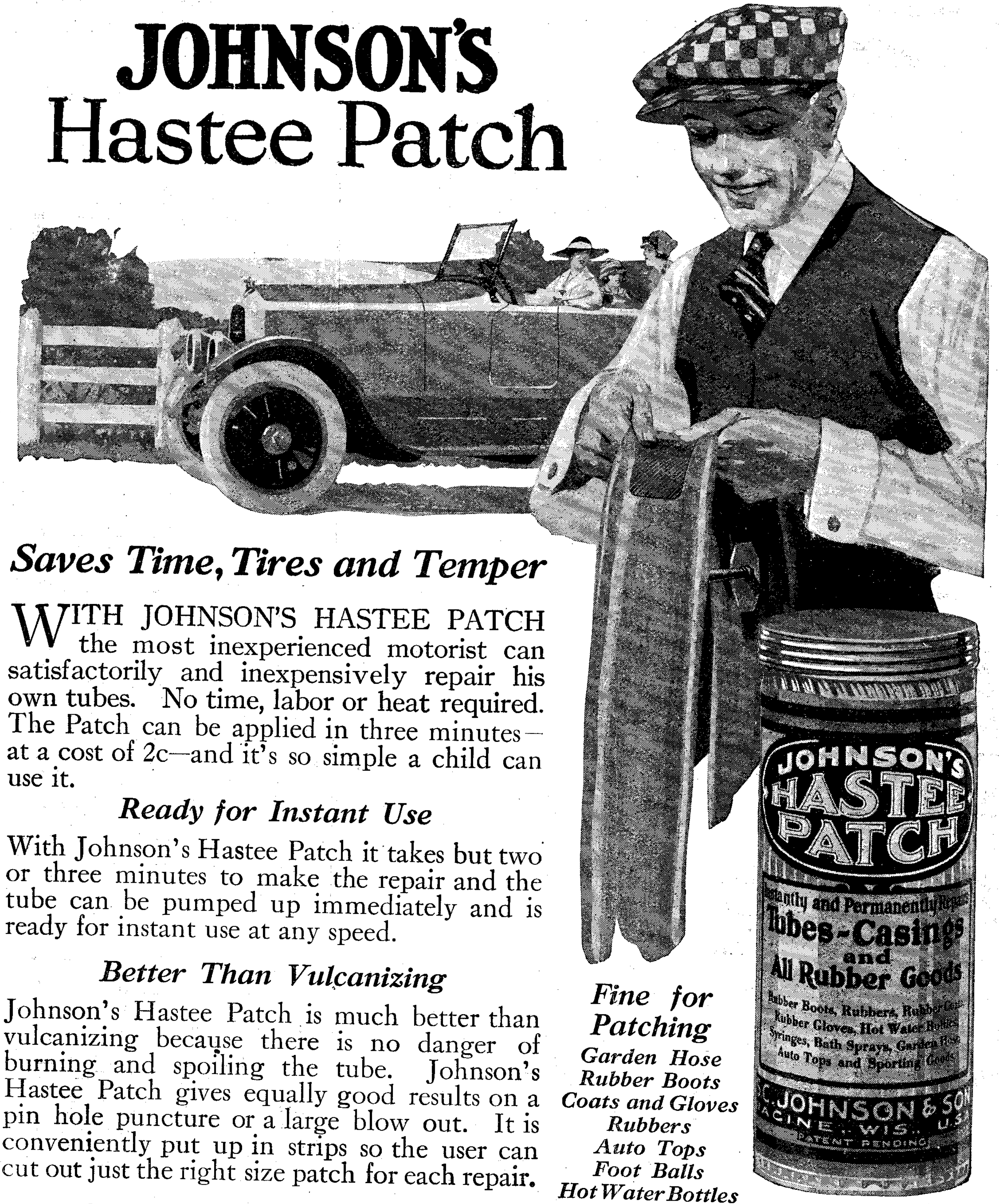
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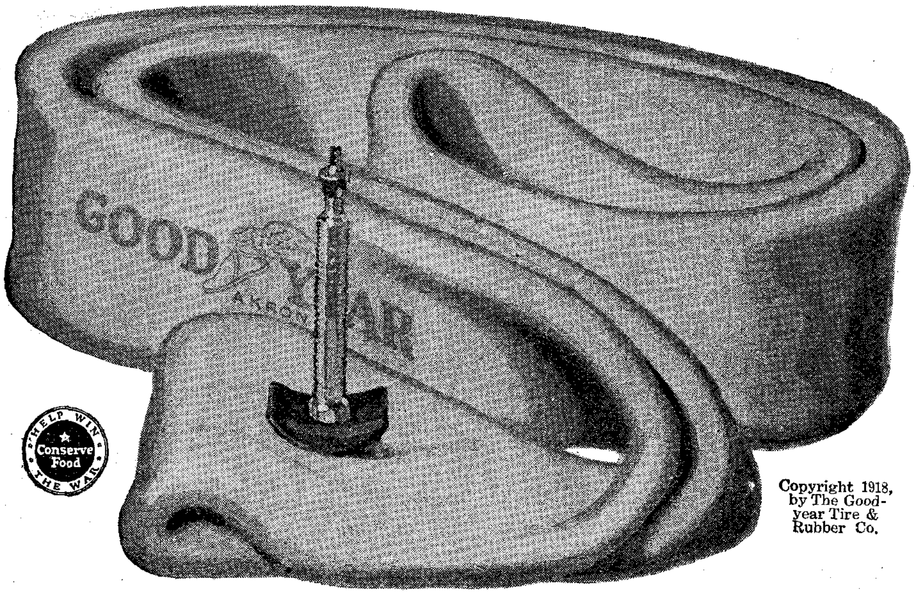

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the current use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"L. M.," Bronson, Kan.—By a slip of the pen, the Latin for "What is truth? The man who stands before you is truth" was given as, "Quid est veritas? Is qui coram te stat, veritas sum." It should have been, "Quid est veritas? Ego qui coram te stat, veritas sum," or "Quid est veritas? Is qui coram te stat, veritas est."

"R. C.," Carrollton, Ga.—"Kindly tell me the correct pronunciation of *kultur* and *Pershing.*"

Kultur is pronounced *kul-tur'—u* as in *full, u* as in *rule; Pershing, pursh'ing—u* as in *burn, sh* as in *ship.*

"C. D. H.," Culpeper, Va.—"What is the correct pronunciation of former Ambassador Gerard's name? Some pronounce it *ger'ard,* the *g* hard, and the accent on the first syllable, and others *ger-ard',* the *g* soft, and the accent on the last syllable."

Gerard is pronounced *ja-rard'—j* as in *jet, a* as in *final, a* as in *art.*

"L. C. H.," Odessadale, Ga.—"Please pronounce the following: *Kerensky, Versailles, Somme, Yser, Calais,* and *reveille.*"

The names which you give are pronounced as follows: *Kerensky, ka-ren'ski—a* as in *final, e* as in *get, i* as in *police; Versailles, var-selz'—a* as in *final, e* as in *prey; Somme, som—o* as in *go; Yser, i''zar'—i* as in *police, a* as in *fare; Calais, ka''le'—a* as in *artistic, e* as in *prey; reveille, rev'e-li—e'*s as in *get, i* as in *police;* or *ra-vel'ya—a'*s as in *final, e* as in *prey.*

"S. T.," Augusta, Ga.—"What is the correct pronunciation of *barrage?* The dictionaries I have consulted give the Anglicized form. What is your opinion of an American affecting foreign, or near-foreign, pronunciation of Anglicized words?"

Barrage is pronounced *bar''raz'—a* as in *artistic, a* as in *art, z* as in *azure.* With reference to the adopting of foreign pronunciations to foreign words, such as *automobile, barrage,* etc., a distinct advantage is to be gained wherever the word has more than one meaning. We have, in English, the word *automobile* as an adjective meaning "self-moving," in which word the chief stress is placed upon the "mo," yet when we speak of a motor-car we place the chief stress upon the last syllable. Likewise in regard to the word *barrage,* this has two distinct senses: (1) the sudd which forms, or used to form, a *barrage* on the Nile; and (2) the *barrage* or military curtain of fire formed by the continuous and systematic discharge of shells.

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